

SCRANTON, BEING AN ILLUSTRATED  
AND DESCRIPTIVE BOOKLET OF THE  
CITY OF SCRANTON, . . . .

REFERENCE

Storage

BOT

Reference Department



Scranton Public Library  
Scranton, PA

SCRANTON 12/16/2003

50686012422999

Scranton (Pa.).

Scranton : being an illus-  
trated and descriptive bo-  
oklet of the city of Scra-  
nton Pennsylvania, U.S.A.  
: presenting views of its  
public buildings, church



Digitized by the Internet Archive  
in 2011 with funding from  
LYRASIS Members and Sloan Foundation

<http://www.archive.org/details/scrantonbeingill00scra>

# SCRANTON

BEING AN ILLUSTRATED AND  
DESCRIPTIVE BOOKLET OF THE

CITY OF SCRANTON, PENNSYLVANIA, U. S. A.

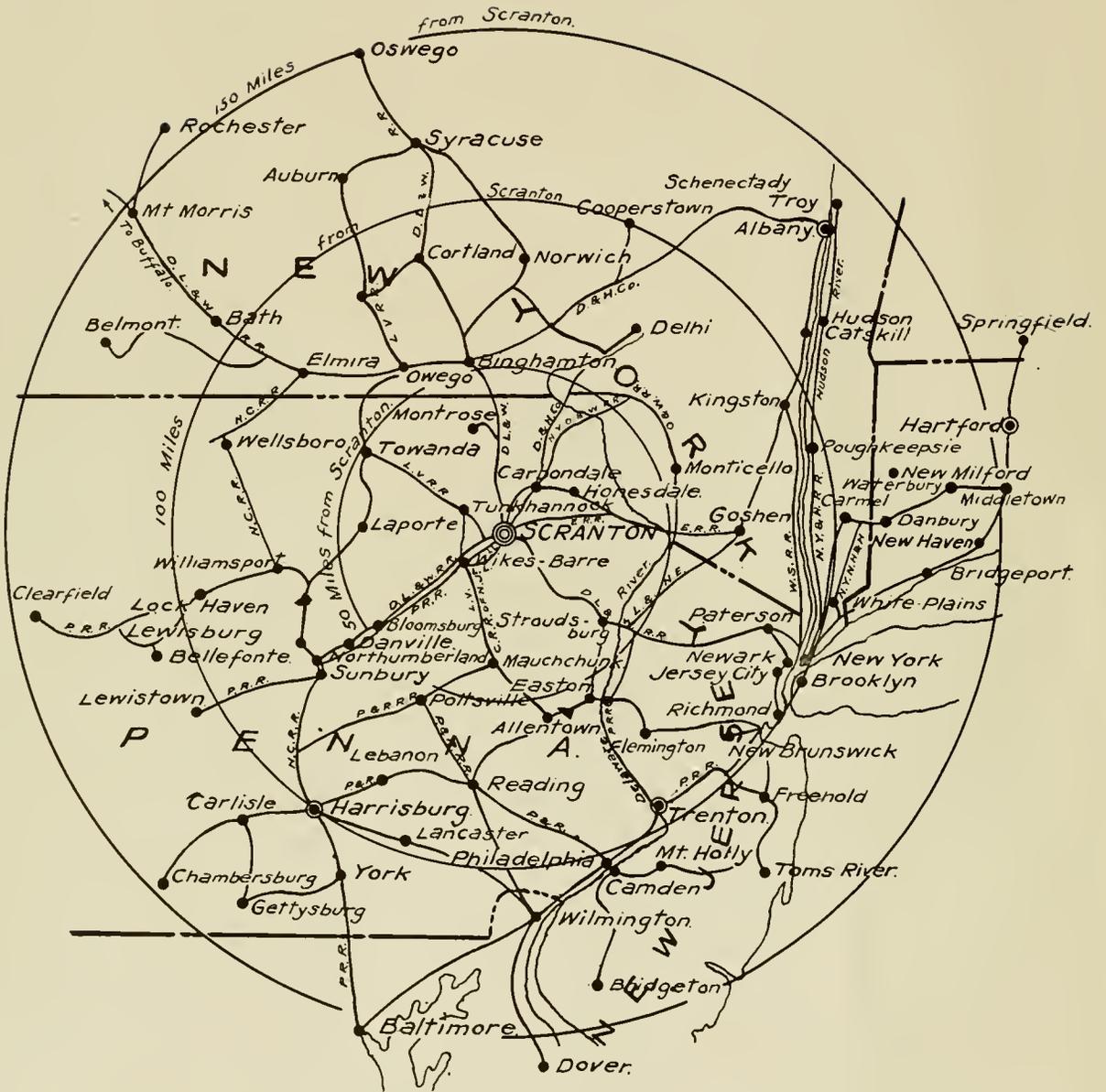
Presenting Views of its Public Buildings, Churches, School Buildings, Banks, Charitable Institutions, Manufacturing and Mining Plants, Mercantile Establishments, Private Residences, Parks and Pleasure Resorts; Also Brief Articles on its History, its present Mining, Manufacturing, Transportation and Financial Interests, and its Educational, Religious and Charitable Activities, setting forth its Many Advantages as a City wherein to Live, to Work and to Succeed, and

*DEDICATED TO THAT GREAT PUBLIC WHICH  
IS FOREVER IN QUEST OF IMPROVED BUSINESS CONDITIONS AND  
BETTER HOME SURROUNDINGS, BY*

THE SCRANTON BOARD OF TRADE

*Which Organization has directed its Secretary and  
Publication Committee to Compile and Publish This Book in the  
Year of Our Lord*

ONE THOUSAND NINE HUNDRED TWELVE



## ACKNOWLEDGMENT

---

---

In issuing this book the Publication Committee of the Board of Trade desires to express its appreciation of the valuable assistance given in the production of the work, to the following gentlemen:

- FOR THE HISTORICAL ARTICLE . . . . . To COL. F. L. HITCHCOCK  
Former President of the Scranton Board of Trade, a Colonel of the  
Civil War, and for fifty-eight years a resident of this city
- THE FINANCIAL ARTICLE . . . . . To MR. H. G. DUNHAM  
Vice-President and General Manager of the Dime Deposit  
and Discount Bank, of Scranton, Pa.
- THE MINING ARTICLE . . . . . To MR. WILLIAM GRIFFITHS  
Mining Engineer and Geologist
- ON EDUCATION . . . . . To PROF. ALBERT H. WELLES  
Principal of the Central High School, Scranton
- ON RELIGIOUS LIFE OF CITY . . . . . To REV. GEORGE E. GUILD, D. D.  
Pastor of the Providence Presbyterian Church for thirty years
- ON TRANSPORTATION . . . . . To MR. GEORGE E. BATES  
Division Freight and Passenger Agent of the Delaware  
& Hudson Railroad in Scranton
- PUBLIC LIBRARY . . . . . To MR. HENRY J. CARR  
Librarian Scranton Public Library for twenty years

---

---

For the mechanical production of the book, they are indebted to:

- Horgan, of Scranton . . . . . For the Photographic Work  
Mrs. Sarah Farley-Allan . . . . . For the Artist Work  
Scranton Engraving & Electrotype Co., . . . . . For the Engraving  
F. H. Gerlock & Co., of Scranton, for Printing and Binding

And to the many public spirited business men of Scranton who, by the advertising support extended to the enterprise, have made possible the publication of this book.

GEORGE T. DUNHAM, Chairman  
ROBERT D. TOWNE  
JOHN W. PELLIO  
Publication Committee

## THE SCRANTON BOARD OF TRADE

This organization, during almost the entire history of the city, has been its principal commercial and industrial force. It has taken a very prominent part in the upbuilding of the city for forty-five years. It had its beginning in the old Merchants Association, April 28th, 1867, exactly one year after the chartering of the city. In 1871 this association changed its name to Scranton Board of Trade and received its charter from the State.

Its Presidents have been:

|              |                  |
|--------------|------------------|
| 1871         | *Lewis Pugh      |
| 1872-3-4     | *George Fisher   |
| 1875-6       | *G. A. Fuller    |
| 1877-8-9-80  | *Lewis Pugh      |
| 1881         | *Wm. T. Smith    |
| 1882-3       | Thos. H. Dale    |
| 1884-5-6     | *J. A. Price     |
| 1887         | *H. M. Boies     |
| 1888         | *William Connell |
| 1889-90      | *W. T. Smith     |
| 1891-2       | *J. M. Kemmerer  |
| 1893-4-5-6-7 | W. A. May        |
| 1898-9       | Luther Keller    |
| 1900-1       | J. A. Lansing    |
| 1902-3       | *A. W. Dickson   |
| 1904-5       | John T. Porter   |
| 1906-7       | D. B. Atherton   |
| 1908-9       | F. L. Hitchcock  |
| 1910         | Jas. G. Shepherd |
| 1910-11      | H. C. Reynolds   |

\* Deceased.

The Officers, Directors and Committees for the year 1912 are:

|                       |                      |
|-----------------------|----------------------|
| President             | H. C. REYNOLDS, ESQ. |
| First Vice-President  | E. S. WILLIAMS       |
| Second Vice-President | H. G. DUNHAM         |
| Third Vice-President  | E. L. MERRIMAN       |
| Treasurer             | M. F. LARKIN         |
| Secretary             | MARK K. EDGAR        |

### DIRECTORS

|                |              |                |
|----------------|--------------|----------------|
| H. C. Reynolds | H. G. Dunham | A. B. Warman   |
| D. T. Campbell | R. E. Weeks  | Frank Cunn     |
| E. S. Williams |              | E. L. Merriman |

### COMMITTEES

- Manufacturers**—Geo. E. Bates, Chairman; S. S. Spruks, C. G. Boland, F. J. Platt, J. W. Howarth, C. F. Conn, E. M. Stack.
- Legislation and Taxation**—R. H. Patterson, Chairman; John R. Farr, J. H. Torrey, Cornelius Comegys, E. H. Ripple.
- Finance**—J. F. Mears, Chairman; Geo. F. Wahl, E. C. Spaulding.
- Streets and Highways**—C. R. Kinsley, Chairman; L. T. Stipp, C. P. Kreig.
- Transportation**—W. P. Boland, Chairman; D. M. Reynolds, L. J. Williams.
- Publication**—Geo. T. Dunham, Chairman; R. D. Towne, J. W. Pello.
- Postal Affairs**—F. L. Hitchcock, Chairman; J. J. Belden, J. D. Jones.
- Membership**—Arthur Dunn, Chairman; A. N. Kramer, C. S. Seamans, F. A. Kaiser, W. E. Bittenbender.
- International Arbitration**—Hon. W. L. Connell, Chairman; Hon. Thomas H. Dale, Hon. L. A. Watres, John T. Porter, A. C. Fuller.
- Public Safety**—R. E. Prendergast, Chairman; J. W. Browning, W. S. Millar.

## SCRANTON SUMMARY

Population 1880, 45,000; 1890, 75,215; 1900, 102,026; 1910, 129,867.

(Less than 1,500 gained by annexation.)

Metropolis of the anthracite coal fields of America.

Area, 20.5 square miles.

Eight hundred to eighteen hundred feet above sea level.

A clear mountain atmosphere (anthracite coal used exclusively).

Third city in state.

Commercial center of six hundred thousand white people.

Death rate averages 13 per thousand.

Water supply, pure mountain streams, with 7,000,000,000 gallons (460 days' supply) constantly in reserve reservoirs.

Greatest coal mining city in the world.

Produces 20,000,000 tons of anthracite coal annually, worth \$46,000,000 at the mines.

Is the headquarters for education by mail.

Has one establishment which has enrolled 1,400,000 students, and gives employment to 4,200 people, maintaining for its exclusive use the largest private printery in the United States. This is the largest educational institution of any description on the globe.

Has great manufacturing interests, excelling especially in heavy hardware and textiles.

Is the second silk manufacturing city in the country, and handles one-third of all of the raw silk imported into the United States.

Leads the world in the manufacture of composition specialties, buttons, insulated electrical appliances and advertising novelties. A single plant manufactures 3,000,000 buttons per day.

Assessed valuation, April 3rd, 1911, \$81,390,615.

Total net City and School debt, \$2,343,336.

Owns school property worth \$2,842,570.

Has 21,800 pupils in Public Schools, taught by 565 teachers in 47 school buildings and 17 annexes.

City is governed by a Mayor and five Councilman, elected at large, and paid a salary.

School administration in hands of nine Directors, elected at large.

Has fine Public Library.

Has 17 banks and 3 trust companies, with capital of \$4,335,000; surplus and undivided profits of \$7,586,931.26, and deposits of \$37,534,095.

Bank clearings 1909, \$128,000,000; 1910, \$138,000,000; 1911, \$141,000,000.

Postal receipts for 1911, \$494,814.94; for 1910, \$467,804.79; for 1909, \$422,554.24.

Has unsurpassed transportation facilities, on the lines of the Delaware, Lackawanna & Western, the Central Railroad of New Jersey, the Delaware & Hudson, the New York Ontario & Western, the Erie, and the Lackawanna and Wyoming Valley.

Has the best third-rail electric railroad in the country, and rapid electric service to nearby suburban towns and resorts.

Is situated in a beautiful hill country abounding with mountain lakes and streams. The land of the pine, the hemlock and the rhododendron. A paradise for sportsmen and nature lovers.

Is only  $3\frac{1}{4}$  hours (134 miles) from New York and  $4\frac{1}{2}$  hours (167 miles) from Philadelphia.

Has 10 colleges and academies.

Has 125 churches, chapels and missions.

Has 6 theatres.

Has exceptionally fine hotels, both European and American plan.

To the manufacturer, it offers cheap power, abundant labor, unsurpassed shipping facilities, and is convenient to the great markets of the continent.

To the home-seeker it extends a healthy climate, exceptionally good public and private schools, an efficient city government, public libraries, parks, good theatres, delightful suburban country, and a warm-hearted welcome from an intelligent and hospitable society.



Post Office



County Court House.



County Jail.



SOME PUBLIC BUILDINGS

# THE GENESIS OF SCRANTON

COL. F. L. HITCHCOCK

*"Iron and not coal gave us our industrial beginning."*—Judge R. W. ARCHBALD.



IGHTEEN Hundred Forty is to Scranton what 1776 is to the United States; the birth year of our city. In that year was erected, by the firm of "Scranton and Grant," on the bluff near the present sight of the Laurel Line railway station, the first successful furnace in the world for smelting iron-ore by the hot blast process with anthracite coal. This was the first step in the progress of events out of which has evolved the present City of Scranton. The details of the first decade's struggle for existence, interesting as they are, cannot be enumerated in this brief article; the merest outline only of the city's growth can be given here. The second step was taken nearly a decade later in the organization, out of the former furnace enterprise, of the great corporation known nation wide as the Lackawanna Iron and Coal Company, for the smelting of iron ore and the manufacture of railroad iron. The moving spirit of these enterprises was George W. Scranton, of Oxford, New Jersey.

While it is true that other men had long before this time seen the possibilities of this region as a manufacturing and railroad centre, notably Henry Drinker, who a decade earlier, had surveyed a railroad route from Pittston over the Pocono Mountains and through the Delaware Water Gap, to be operated by hydraulics, for the purpose of developing the vast coal beds of this region, and William Henry, who projected the building of the furnace and demonstrated the practicability of making iron with anthracite coal—there being, it was supposed, a supply of iron ore in our East Mountains as inexhaustible as the coal in the valley—yet the man whose energy brought together the men and the means by which these visions and projects were made to materialize into a living successful enterprise, was George W. Scranton, and our city is very properly named after him.

In 1840 the Scrantons—George W. and Selden T.—were engaged in the iron business at Oxford, N. J. William Henry, an engineer, was living in Stroudsburg, Pa., but he had tramped over the entire region covered by our northern coal fields and had acquainted himself with their coal and iron ore deposits. Selden Scranton had married his eldest daughter. This brought the Scrantons in touch with Mr. Henry and his enthusiasm for the iron and coal possibilities of the Lackawanna valley. Philip H. Mattes (a German by birth) educated and ordained to the ministry in Germany, had been compelled by failing health to abandon his profession, and had come to America to seek a livelihood in business. In 1840 he was at the head of the branch of the old Bank of North America located at Easton (it will be remembered that the old Bank of North America was in a measure the successor, and took over the salvage left from the wreck of the Second United States Bank). The Scrantons did their banking business with this branch bank. Sanford Grant, a man of some means, residing in Easton, also kept his account with this institution. It is therefore easily seen how this coterie of men were brought together in this enterprise. The enthusiast who had seen and knew, was William Henry, man of faith. The persuader and leader was George W. Scranton. Under his leadership Philip H. Mattes, Selden T. Scranton, Sanford Grant, William Henry and himself met on the bank of Nay Aug Creek, near where the Lackawanna station now stands, in August, 1840, and after a careful survey of the surroundings, agreed



10 P. M. on Court House Square, Scranton.  
Photo by Gadsby.



Board of Trade Building at Night.



11 P. M. on Packawanna Ave., Scranton, Pa.

IT IS NEVER DARK IN SCRANTON

to purchase 503 acres of what was then practically wild land, for the enormous sum of \$16.50 per acre, which included coal, iron and all other minerals. Less than a month later the first pick was struck into the ground for the erection of that first blast furnace. The blow of that pick was the birth of the city of Scranton. How much better these men builded than they knew! They came to build a modest furnace and mill, and behold a Great City! "Man proposes—God disposes"! How impossible that they could only have foreseen the great future of the undertaking, is shown when we recall the fact that most of this land was unbroken wilderness, covered with the natural forest. In the heart of what is now the central city, was an almost impenetrable swamp. This swamp covered the area from near Lackawanna Avenue on the south, to near Vine Street on the north, and from near Penn Avenue on the west to near Jefferson Avenue on the east. The Court House Square was the center of this swamp, which was impassable except when frozen over in winter. It was then popular as a skating pond. The territory surrounding this swamp, except for an occasional clearing of a few acres, was largely woods and scrub oak. The Forest House, erected in the early fifties, where the Hotel Jermyn now stands, was so named because it was built in a dense forest. The First Presbyterian Church, erected about the same time, on the site of the J. D. Williams & Bro. Company store on Washington avenue, was built in the woods, and except for the mause adjoining, stood for nearly a decade alone in this location.

In 1854, when the writer came to Scranton, there were two blast furnaces, a third in process of erection; a small rolling mill, a machine shop, a saw mill and company store, all clustered on the Roaring Brook from the Cedar avenue bridge, up stream about one-third of the distance to Nay Aug Park, the rolling mill being at the farthest point. The residences, few in number, were located mostly on what is now Mattes street, and on the bluff above the Roaring Brook, where the Laurel Line station is now. There were not more than a half dozen buildings all told on Lackawanna avenue, one of which, the then pretentious hotel named the Wyoming House, had just been completed, at the corner of Lackawanna and Wyoming avenues, where Jonas Long's Sons' department store now stands. On the opposite corner on Wyoming avenue was a store kept by Joseph Chase. Further west was *terra incognita*. Lackawanna avenue, the only passable street west, was a heavy country road, lined on either side with the stumps and roots of the native forest trees which had been felled or turned up to make a drive way; nor was the road straight, even for the short distance it then extended, a huge bend, to escape a sharp knoll where Hotel Casey now stands, deflected it nearly the distance of a block to the south. At the point where Cedar avenue intersected Lackawanna avenue, where the Lackawanna Railroad culvert over Mattes street is now, stood the building which was the central point of business, or the post office and the express office. The First Methodist Episcopal Church stood where the Snover tobacco factory is now, on Adams avenue, and where the beautiful new Lackawanna station now stands, the Odd Fellows had erected a hall, which was used for an auditorium for all purposes. The intersecting streets of Adams, Washington, Wyoming and Penn avenues had been opened northward though not graded, for part of one square each, and Spruce street had a foot-path existence only bordering the swamp. "Shanty Hill," as the South Side was called, was the most populous, for there were the small houses of most of the workmen of the furnaces and mills. There stood the first Catholic Church, and the first Welsh Congregational Church; yet that section, beyond what is now Pittston avenue, was unbroken wilderness. The writer helped kill a big rattle snake in 1854 while hunting in the woods a short distance east of the Linden street bridge. Scranton had but a year or two before dropped the last two letters from its former name "Scrantonia," but it was still best known as "Slocum Hollow." Hyde Park had a cluster of small houses with a post office and tavern; Providence, better



SCRANTON HAS EXCELLENT HOTELS

known as "Razorville," was a more pretentious village, being on the direct mail route north, known as Drinker Turnpike, and Dummore on the same pike two miles northeast, was a village of a more or less doubtful quantity, whose popular cognomen was "Bucktown." The population of Scranton, consisting mostly of the employees of the "Iron Company" and their families, did not exceed 1500. The necessity for a transportation outlet for the products of the mills of the "Iron Company," was the father of the now great railroad, known nation-wide as the Lackawanna. In 1847 Colonel Scranton projected this road. In 1853 the northern division was completed, and ran one mail train per day each way from Scranton to Great Bend, connecting there with the Erie railway. The southern division, boldly extending the line over the Pocono mountains, 2200 feet high—a route that had been pronounced impossible by eminent engineers—through the Delaware Water Gap to New Hampton, connecting with the Central Railroad of New Jersey for New York, was successfully completed in 1858. This was the most stupendous railroad achievement in the world, at that time, and the rapid growth of our city may be dated from that event. With railroad communication with the seaboard on the east and the great lakes on the west, the booming future of this location was no longer a problem. The following table will show how marvelous has been its growth.

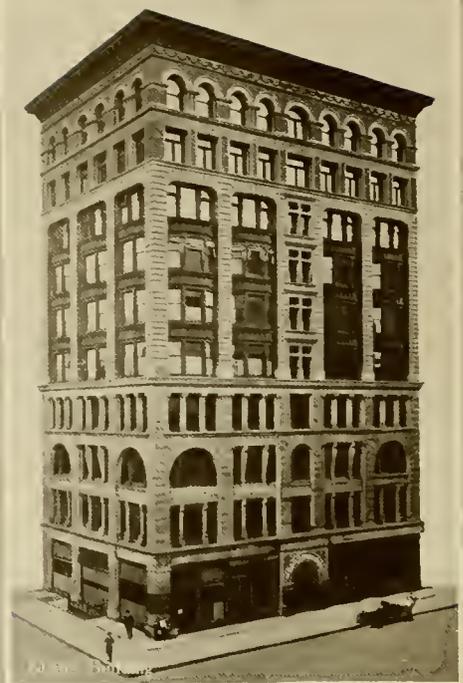
|                            |         |
|----------------------------|---------|
| 1850 population, estimated | 1,000   |
| 1860 population, census    | 9,223   |
| 1870 population, census    | 35,092  |
| 1880 population, census    | 45,850  |
| 1890 population, census    | 75,215  |
| 1900 population, census    | 102,026 |
| 1910 population, census    | 129,867 |

The decade 1860-1870, during which its population almost quadrupled, covered the period, 1866, when the city was granted a charter by the Legislature, which took in the prosperous boroughs of Hyde Park and Providence.

The area of the territory of the city was by this charter increased to 19.6 square miles. Its greatest length nearly north and south is 7 miles; its greatest width is 5 miles. Its latitude is 41° 44', longitude 75° 42'. Its lowest elevation above the sea is 720 feet and highest nearly 2,000 feet.

#### SCRANTON MAYORS

Scranton's first mayor, elected in 1866, for three years, was E. S. M. Hill, a lawyer and then editor and proprietor of the Scranton Times. William N. Monies, 1869; M. W. Loftus, 1872; Robert H. McKune, 1875; Terrance V. Powderly, 1878, 1880-1882; Francis A. Beamish, 1884; Ezra H. Ripple, 1886; John H. Fellows, 1890; William L. Connell, 1893; James G. Bailey, 1896; James Moir, 1899. The office was changed to recorder by the "Ripper Act" during the latter's term, and he was ousted, and William L. Connell appointed in his place. Alexander T. Connell was elected in 1903 and the name of mayor restored. J. Benj. Dimmick was elected in 1906 and John Von Bergen, Jr., the present incumbent, in 1909.



TYPES OF OFFICE BUILDINGS



## THE CITY GOVERNMENT

THE City of Scranton, Pennsylvania, was chartered on April 23, 1866, and became a city of the second class on January 15, 1901, when, having passed the one hundred thousand mark by the preceding census, it advanced automatically into the new rank. Scranton and Pittsburg are the only second class cities in the state.

Its form of government is prescribed by an Act of Assembly, approved March 7, 1901, amended June 20, 1901, and further amended by the Act of May, 1911.

As at present constituted, the City Government is vested in a Mayor, a City Controller and five City Councilmen, elected at large and paid a salary. The Mayor is elected every three years, and receives a salary of \$5,000. He cannot succeed himself in office, but may serve a second term if an administration intervenes. All of the executive power in the city government vests in this office, and he also exercises the veto power over acts of council. He appoints the heads of departments and through them the subordinate city officials.

The City Controller, who is the controller of finance for the city, is also elected by the people. His term is three years, and he may succeed himself in office. He is entirely independent of the mayor's office, and among his duties is the responsibility of estimating the revenues of the city, as a basis for the municipal budget. He supervises the expenditure of the city's funds, and prevents the application of moneys to any purpose other than that for which they are specifically appropriated. When an emergency appropriation is required, he, along with the mayor, must certify to the urgency of the appropriation before it can be passed by councils. His salary is \$2,500, but he is also allowed an additional \$1,500 by the school board as accountant of the school funds.

The City Clerk is elected by the Council for a term of two years and is paid a salary of \$2,000.

The Mayor appoints the following heads of departments, subject to confirmation by Council:

- Director Department of Public Safety, salary, \$2,500.
- Director Department of Public Works, salary, \$2,500.
- A City Solicitor, salary \$2,500.
- A City Treasurer, salary, \$4,000.
- Seven City Assessors, salary, \$1,500 each.
- Board of Sinking Fund Commissioners, salary, \$50 per year.

THE DEPARTMENT OF PUBLIC SAFETY embraces the bureaus of police, fire, health, building inspection and several minor divisions which have been attached to this department from time to time by city ordinance. The four bureaus of the department are each in charge of a superintendent, appointed by the director. The superintendents of police and fire receive a salary of \$2,000; superintendent of building inspection, \$1,800; and the superintendent of health, \$1,500.

*The Bureau of Police* consists of a superintendent, one captain, four lieutenants, four detective sergeants, six sergeants, four mounted men, six patrol wagon drivers, two police matrons, one clerk and eighty-one regular patrolmen, making a total of 111 salaried employes in the bureau. In addition, there are sixteen full uniformed reserve police, who are paid for time on duty when called out, at the rate of \$2.00 per day. The rates of pay are: Superin-

tendent \$2,000; captain \$1,320; lieutenants \$1,200; detectives \$1,200; sergeants \$1,100; patrol wagon drivers \$720 to \$840; police matrons \$480; patrolmen, first year \$720; second year \$780; third year \$840; fourth year \$900; fifth year and thereafter \$1,020. The total pay-roll of the bureau in 1911 was \$103,165.00, and the total appropriation for the bureau for all purposes was \$115,555.00.

The city is divided into four police precincts, with five police stations. Each precinct is under the charge of a lieutenant of police. These station houses are located as follows: First precinct in Center street and at City Hall; second precinct, Jackson street, between South Main avenue and Chestnut street; third precinct, West Market street, off Providence Square; fourth precinct, ~~Alder street, South Side~~. The city owns all of its station houses except the one on the South Side.

About 5,000 arrests are made annually, and the fines collected in the police courts amount to about \$20,000 per year. There are five police magistrates, paid a salary by the city, who preside in the police courts, and all arrests made by the police are heard before them.

*The Bureau of Fire* is housed in 19 fire station houses. There are 106 full paid uniformed men in the bureau, and 36 call and bunk men, who are paid when on duty at the rate of sixty and seventy cents per hour respectively.

The pay of the regular firemen is as follows: Superintendent \$2,000; assistant superintendent \$1,200; captains of companies \$1,000; engineers of steamers \$960; regular firemen, first year \$720; second year \$780; third year \$840; fourth year and thereafter \$900. The total pay-roll of the bureau for 1911 was \$98,820, and the total appropriation for all purposes for that period was \$114,822. The apparatus includes 7 steamers, hook and ladder trucks, 9 chemical engines, 7 hose wagons, 5 supply wagons, automobile and carriage, also 17,900 feet of 2½" hose. There are 48 horses. About 400 alarms are responded to during a year. The water pressure at the hydrants is from 40 to 190 pounds, and many fires are put out by ordinary hydrant streams without the use of steamers. By this method and the use of chemicals about 70% of all fires are extinguished. There is a high pressure system in the central city with 400 pounds pressure.

The value of property attacked by fire in 1910 was \$1,160,855.25 on which a loss occurred of \$243,731.89, leaving a saving to the credit of the department of \$917,123.36. The city has a modern and up-to-date fire and police alarm system. It is located on the top floor of the general fire and police headquarters building, and was installed in 1905 at a cost of \$50,000. The headquarters building was erected the same year, also, at a cost of \$50,000.

*The Bureau of Building Inspection* is under a superintendent who receives a salary of \$1,800. There is also a general inspector of buildings with a salary of \$1,200, and an assistant who is paid \$900.

*The Bureau of Health* comprises the division of vital statistics (wherein is a record of all births, deaths and marriages in the city since 1878); the division of bacteriology, of milk, meat and general food inspection, and contagious diseases. All matters which effect the public health come properly under the notice of this bureau.

In addition to these bureaus, such attached divisions as peddlers' license, dog pound, etc., have been placed under the care of the department.

THE DEPARTMENT OF PUBLIC WORKS comprises the bureaus of engineering, highways and sewers, parks and public buildings.

*The Engineering Bureau*, as its name implies, attends to all of the surveying and engineering work of the city. There is a chief engineer who is paid a salary of \$2,000, and several assistant engineers and various draughtsmen and members of the surveying corps.

*The Bureau of Highways and Sewers* has charge of the laying of pavements, sidewalks

and sewers, the cleaning of streets and sewers, the care of the city bridges, and all matters having to do with the upkeep and maintenance of the travelled highways of the city and its sewer system. Under the care of this bureau are 42.17 miles of paved streets. There are 32.07 miles of asphalt, 2.5 miles of Belgian block, 1.3 miles of bitulithic and 6.3 miles of vitrified brick. There are 110.83 miles of unpaved streets. It costs \$18,000 per year to repair the paved streets and \$45,000 per year to clean them. The cost of repairing unpaved streets is \$25,000 per year. The bureau also has supervision over 115.3 miles of sewers. There are 1,142 street arc lights of 1,600 candle power, which cost the city \$50 per year each. An average of 300 persons per year are employed in this bureau.

*The Bureau of Parks* has supervision over 126.54 acres of parks, the largest and most improved of which is Nay Aug. Views of this park are published elsewhere. There are about 90 acres here and the city has spent \$100,000 in developing it.

*The Bureau of Public Buildings* has charge of city hall and such other improved properties as the city may own, except those used as fire and police stations, which are under the charge of the public safety department.

The department of public works also has charge of the collection of the garbage and ashes of the city. This service to the householder costs the municipality about \$80,000 per year.

THE DEPARTMENT OF LAW is under the charge of the city solicitor, who has an assistant and an additional office force of three persons. As the title indicates, this office attends to all of the legal interests of the city. The solicitor is also the legal advisor of the mayor and heads of departments. This office is a very important one. The question of assessments for local improvements such as pavements, sewers, grading and sidewalks, and the filing of liens for same, constitutes an important duty of the office.

THE TREASURER'S DEPARTMENT is the cash handling office of the city. Here is received every year about \$1,800,000, which is paid out for school and city purposes in about the proportion of \$600,000 to \$700,000 for school, and from \$1,100,000 to \$1,250,000 for all city purposes, including local improvements.

THE DEPARTMENT OF CITY ASSESSORS, composed of a board of seven members, is charged with the responsibility of assessing property for purposes of taxation. They must give their personal attention to this work and cannot delegate the authority. A complete new assessment is made every third year, and in the other years the assessment is checked up and revised.

The assessed valuation of the city in 1911 was \$81,390,615.00.

The tax levy for 1911 was 7.03 mills for city purposes, but for 1912 it will be reduced to 6.64 mills.

The net debt of the city is \$1,030,336.70.

The total revenues of the city for 1911, including the appropriation for the interest and sinking fund charges on the public debt, was \$783,305.80. This does not include the data of income and disbursements of the Scranton school district, which is separate entirely from the general city government.

The councilmen, of whom there are five, are elected from the city at large, i. e. without regard to ward lines, for terms of four years, the terms of two and three alternately expiring in the odd numbered years. They receive a salary of \$2,000. Their powers are similar to those usually exercised by council bodies. Their acts and ordinances are subject to the mayor's veto, but by a three-fifths vote may pass a measure over his head. They fix the millage and make all appropriations, and are the general legislative body of the city government.



Everhart Museum



Scranton Public Library

FOR THE STUDENT AND THE NATURALIST

The present councilmen for Scranton, with the dates of the expiration of their terms are:

|                          |                 |
|--------------------------|-----------------|
| F. Lammot Belin .....    | January 1, 1916 |
| Daniel J. Campbell ..... | January 1, 1916 |
| P. P. Jordan .....       | January 1, 1914 |
| Lewis H. Johns .....     | January 1, 1914 |
| William Wirth .....      | January 1, 1914 |

The city officials are:

|                                |                 |
|--------------------------------|-----------------|
| Mayor, Hon. John Von Bergen    | January 1, 1914 |
| City Controller, Edward Eisele | January 1, 1916 |
| Above elected by the people    |                 |

|                                 |                   |
|---------------------------------|-------------------|
| Director of Public Safety ..... | W. G. O'Malley    |
| Director of Public Works .....  | C. V. Terwilliger |
| City Treasurer .....            | Thos. R. Brooks   |
| City Solicitor .....            | David J. Davis    |

**CITY ASSESSORS**

|                |                    |
|----------------|--------------------|
| Daniel Watkins | William Corless    |
| W. G. Fasold   | William O. Jenkins |
| A. B. Cohen    | Thos. O'Boyle      |

Albert Heil

Appointed by the Mayor, and terms run with that of appointing power

|                                   |                 |
|-----------------------------------|-----------------|
| City Clerk, Ellsworth Kelly ..... | January 2, 1914 |
| Elected by Councils               |                 |



Car Shops of D., L. & W.—Looking East across Lackawanna Valley

1898



1898

AN ANTHRACITE COAL BREAKER

## MINES AND MINING

WILLIAM GRIFFITH  
Mining Engineer



It has been truthfully said that the nation that mines the coal will rule the world. The history of Scranton has also proved that the city that mines the coal is bound to grow (without watching).

Half a century ago Scranton was but a country hamlet. Now it is a hustling, prosperous city—not only the metropolis of the Lackawanna County and coal field, and the largest city of the anthracite region, but the third city of Pennsylvania, and pre-eminently the first coal mining city of the world.

The existence of anthracite coal in the Wyoming and Lackawanna valleys was known to the Indians, before the settlers from Connecticut found the coal upon their entrance to the valley, and it was subsequently used by them in their blacksmith forges.

The first coal shipment was from the Wyoming Valley, in the year 1776. The coal was shipped down the Susquehanna to Harrisburg, and thence by wagons to Carlisle, Pennsylvania, where it was used in forges, for the manufacture of fire arms. Later, in 1808, the memorable discovery was made by Judge Jesse Fell, of Wilkes-Barre, that anthracite coal could be successfully burned with natural draft, in a grate, giving an intense, lasting heat, without dirt or smoke, and was thus a domestic fuel par excellence. Thus was laid the foundation for the tremendous structure of the anthracite coal trade of Pennsylvania.

The news of this discovery rapidly spread throughout the valleys, and the coal trade began the same year. Abijah Smith & Company opened the first successful mine, at the head of what is now Coal street, in Plymouth, and continued in the business for upwards of twenty years, shipping their product down the Susquehanna river in arks, to Columbia, Havre de Grace, and other river points. They accompanied their ventures, and took with them tools, grates, and workmen skilled in setting them up. They put these grates in private houses and other places, and taught the people how to burn the coal. They extended the territory by re-shipping at Havre de Grace, Maryland, in coasting vessels to New York City, where it was sold by Price & Waterbury, the first handlers of anthracite coal in New York, who sold in 1812 and up to the 18th of January, 1813, \$3,601.20 worth of anthracite coal from the Plymouth mine.

In 1814 and 1815 Morris and John Wertz began mining coal at Carbondale.

In 1823-25 the Delaware and Hudson Canal Company was incorporated, and in 1829 they shipped 7,000 tons of coal over their new railroad, which was later extended to Scranton and the Wyoming valley.

In the vicinity of Scranton and throughout the Lackawanna valley south of Carbondale, about 1842, upwards of one hundred small coal mines were opened, which sent 5,000 or 6,000 tons of coal annually by sledges and wagons to New York and New Jersey, in exchange for salt or plaster.

About this date also the Lackawanna Iron and Coal Company was organized and began manufacturing iron in Scranton, using the local anthracite coal mined near their furnace on Roaring Brook, for smelting the iron ore.

In 1851 the Lackawanna and Western Railroad was built from Scranton to connect with

the Erie Road at Great Bend, and there was shipped over this road over 16,000 tons of anthracite coal. Later it was built to the Delaware, and eastward.

The Pennsylvania Coal Company's Gravity Road in the Wyoming Valley, through Scranton and Dunmore to Hawley, was built in 1850, and 111,000 tons of coal shipped.

Following these new transportation facilities, the coal industry of the Lackawanna valley increased with rapid strides until now, under the city of Scranton there is mined annually about 6,000,000 tons of coal; and throughout the valley, about 18,400,000 tons. Thus we see that within the limits of this city more coal is mined annually than in any other city in the world.

The coal occurs in a canoe-shaped basin which underlies the length of the valley, the deepest portion of the basin being nearly under the central part of the city.

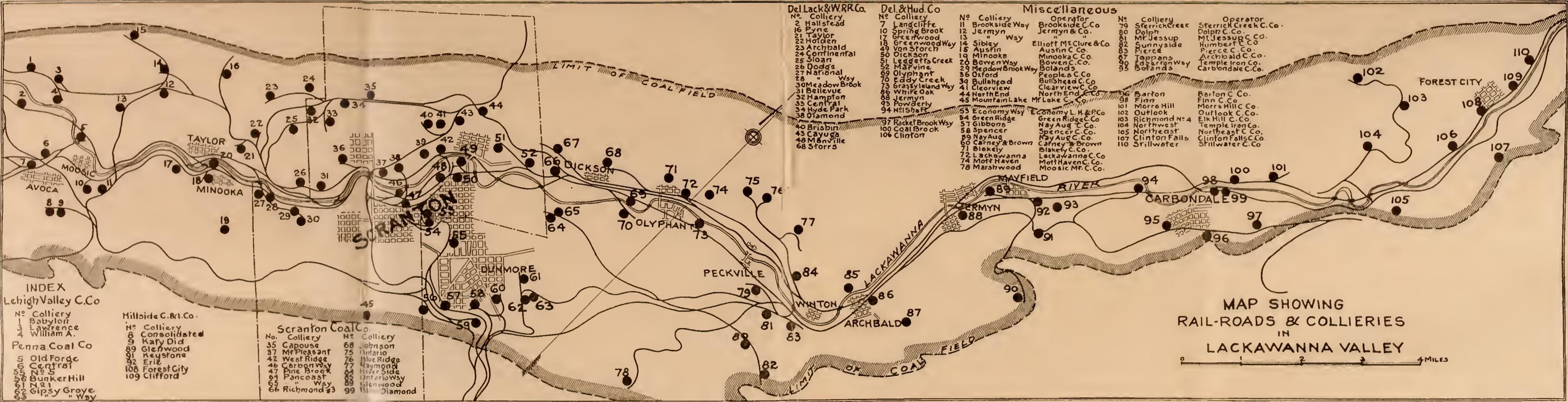
The coal is distributed in this coal basin in a series of flat or moderately inclined beds or veins, as they are locally called, which are deposited in parallel layers similar to the layers of jelly in a layer cake. They extend with persistence and considerable regularity from one side of the valley to the other, and northeastward and southwestward through its whole length. In all there are eleven principal coal beds in the deepest part of the basin, ranging in thickness up to fourteen feet, which are separated by heavy strata of sandstone rock varying in thickness from ten to one hundred feet or more between the seams.

The coal, as may readily be supposed from the foregoing description, is not dug out from one great, mammoth hole in the ground, as is sometimes thought; but each bed or layer of coal is punctured from the surface by vertical shafts, and from the foot of the shaft, tunnels and galleries in the coal are driven horizontally, in all directions, thus forming an underground city consisting of rooms connected by an endless series of subways. And the mining in each of the several veins thus produces a number of subterranean cities, one over the other, separated by a greater or less thickness of solid rock. Thus, Scranton was supplied with many miles of subways before the people of New York ever dreamed of enjoying this very useful mode of modern travel.

From the foot of the vertical shafts above referred to the coal is lifted to the surface and to the top of a large breaker building, where it is crushed; and then passed downward by gravity through screens and preparation devices which separate it into the various sizes of coal that are known in the market. From the breakers the coal is loaded directly into cars for shipment to the markets throughout all the Eastern and Western states.

Anthracite is a domestic fuel, and therefore, in constant demand. Thus the trade continues regularly, without the frequent interruptions common to other industries. The magnitude of the trade in this city and vicinity will be better appreciated by a glance at the statistics below, and the subjoined maps showing the locality of the various mines with respect to Scranton, to which they are all tributary:

|   | City of<br>Scranton | Lackawanna<br>Valley |
|---|---------------------|----------------------|
| Number of collieries in operation .....                           | 27                  | 84                   |
| Number of mines in operation .....                                | 33                  | 167                  |
| Approximate production to January 1, 1912, in gross tons          | 183,000,000         | 600,000,000          |
| Approximate present annual rate of production .....               | 6,000,000           | 18,400,000           |
| Present average monthly production .....                          | 500,000             | 1,533,000            |
| Number of employes in and about the mines .....                   | 14,500              | 44,300               |
| Cost (labor and local expense) per ton, \$1.50 to \$2.45, say, .. | \$2.00              | \$2.00               |
| Approximate amount annually distributed locally .....             | \$12,000,000        | \$36,000,000         |
| Approximate amount distributed per month .....                    | 1,000,000           | 3,000,000            |
| Approximate capital invested in colliery plants .....             | 12,000,000          | 37,000,000           |



**INDEX**

|                    |             |
|--------------------|-------------|
| Lehigh Valley C.Co |             |
| No. Colliery       |             |
| 1                  | Babylon     |
| 3                  | Lawrence    |
| 4                  | William A.  |
| Penna. Coal Co     |             |
| 5                  | Old Forge   |
| 55                 | Central     |
| 56                 | N. 1        |
| 61                 | Bunker Hill |
| 62                 | N. 1        |
| 63                 | Gipsy Grove |
| 63                 | " Way       |

|                      |              |
|----------------------|--------------|
| Millside C. & I. Co. |              |
| No. Colliery         |              |
| 8                    | Consolidated |
| 9                    | Katy Did     |
| 89                   | Greenwood    |
| 91                   | Keystone     |
| 92                   | Eric         |
| 106                  | Forest City  |
| 109                  | Clifford     |

|                   |              |
|-------------------|--------------|
| Scranton Coal Co. |              |
| No. Colliery      |              |
| 35                | Capouse      |
| 37                | Mr. Pleasant |
| 42                | West Ridge   |
| 46                | Carbon Way   |
| 47                | Fire Brook   |
| 61                | Pancoast     |
| 65                | " Way        |
| 66                | Richmond     |
| 68                | Johnson      |
| 75                | Ontario      |
| 76                | Blue Ridge   |
| 77                | Raymond      |
| 84                | River Side   |
| 85                | Underlowsy   |
| 89                | Stenwood     |
| 99                | Diamond      |

|                          |              |
|--------------------------|--------------|
| Del. Lack & W. R. R. Co. |              |
| No. Colliery             |              |
| 2                        | Hallstead    |
| 16                       | Pyne         |
| 21                       | Taylor       |
| 22                       | Holden       |
| 23                       | Archbald     |
| 24                       | Continental  |
| 25                       | Sloan        |
| 26                       | Dodge        |
| 27                       | National     |
| 28                       | " Wsy        |
| 30                       | Meadow Brook |
| 31                       | Bellevue     |
| 32                       | Hampton      |
| 33                       | Central      |
| 34                       | Hyde Park    |
| 38                       | Diamond      |
| 40                       | Brisbird     |
| 43                       | Cayuga       |
| 48                       | Manville     |
| 68                       | Storrs       |

|                 |                  |
|-----------------|------------------|
| Del. & Hud. Co. |                  |
| No. Colliery    |                  |
| 7               | Langcliffe       |
| 10              | Spring Brook     |
| 17              | Greenwood        |
| 18              | Greenwood Way    |
| 49              | Von Storch       |
| 50              | Dickson          |
| 51              | Leggett's Creek  |
| 52              | Maryvine         |
| 59              | Olyphant         |
| 70              | Eddy Creek       |
| 73              | Graysland Way    |
| 86              | White Oak        |
| 88              | Jermyn           |
| 93              | Powderly         |
| 94              | H. S. Hart       |
| 97              | Rocket Brook Way |
| 100             | Coal Brook       |
| 106             | Clinton          |

|               |                                    |
|---------------|------------------------------------|
| Miscellaneous |                                    |
| No. Colliery  | Operator                           |
| 11            | Brookside Way Brookside C. Co.     |
| 12            | Jermyn Jermyn & Co.                |
| 13            | " Way " "                          |
| 14            | Sibley Elliott McClure & Co.       |
| 15            | Austin Austin C. Co.               |
| 19            | Minooka Minooka C. Co.             |
| 20            | Bowen Way Bowen C. Co.             |
| 29            | Meadow Brook Way Bolands           |
| 36            | Oxford Peoples C. Co.              |
| 38            | Bullhead Bullhead C. Co.           |
| 41            | Clearview Clearview C. Co.         |
| 44            | North End North End C. Co.         |
| 45            | Mountain Lake Mr. Lake C. Co.      |
| 53            | Economy Way Economy L. H. & P. Co. |
| 54            | Green Ridge Green Ridge C. Co.     |
| 57            | Gibbons May Aug. C. Co.            |
| 58            | Spencer Spencer C. Co.             |
| 59            | May Aug. May Aug. C. Co.           |
| 60            | Carney & Brown Carney & Brown      |
| 71            | Blekely Blakely C. Co.             |
| 72            | Lackawanna Lackawanna C. Co.       |
| 74            | Mott Haven Mott Haven C. Co.       |
| 78            | Marshwood Moosic Mr. C. Co.        |

|              |                                      |
|--------------|--------------------------------------|
| No. Colliery | Operator                             |
| 79           | Sterrick Creek Sterrick Creek C. Co. |
| 80           | Dolph Dolph C. Co.                   |
| 81           | Mr. Jessup Mr. Jessup C. Co.         |
| 82           | Sunnyside Humbert C. Co.             |
| 83           | Pierce Pierce C. Co.                 |
| 87           | Japans Archbald C. Co.               |
| 90           | Ed. Brown Way Temple Iron C. Co.     |
| 95           | Bolands Carbondale C. Co.            |
| 96           | Barton Barton C. Co.                 |
| 98           | Finn Finn C. Co.                     |
| 101          | Morro Hill Morro Hill C. Co.         |
| 102          | Outlook Outlook C. Co.               |
| 103          | Richmond N. 4 Elk Hill C. Co.        |
| 104          | Northwest Temple Iron C. Co.         |
| 105          | Northeast Northeast C. Co.           |
| 107          | Clinton Falls Clinton Falls C. Co.   |
| 110          | Strillwater Strillwater C. Co.       |

**MAP SHOWING RAIL-ROADS & COLLIERIES IN LACKAWANNA VALLEY**

0 1 2 3 4 MILES



The figures contained in the above table are so enormous that it is difficult for the ordinary person to understand their true meaning. By a little calculation, we may more easily grasp their true significance, and will find that:

If all the coal mined under the city of Scranton in one month were loaded into coal cars, it would make a continuous train which would reach from Scranton to New York.

And, the monthly output of the Lackawanna valley would fill a coal train long enough to cover the whole Lackawanna system from New York to Buffalo.

Also, if all the coal mined in Scranton in one year were hauled to New York and dumped into Broadway, it would fill such a street to the tops of the third story windows for twenty-six miles.

And, the total annual production of the Lackawanna valley would similarly fill eighty miles of the city streets.

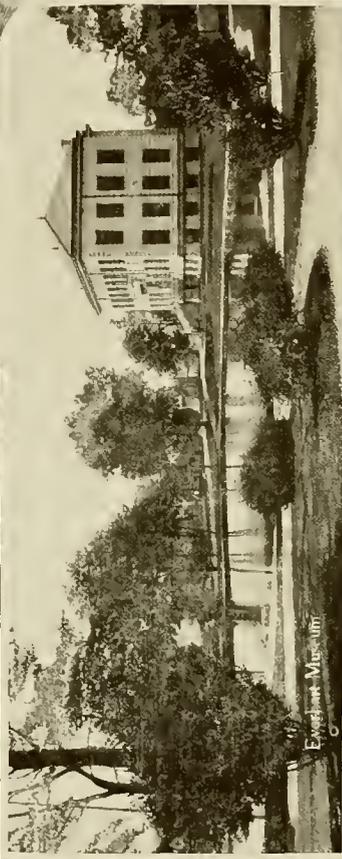


Scranton has one of the best Fire and Police Alarm systems in the World

# Nay Aug Park



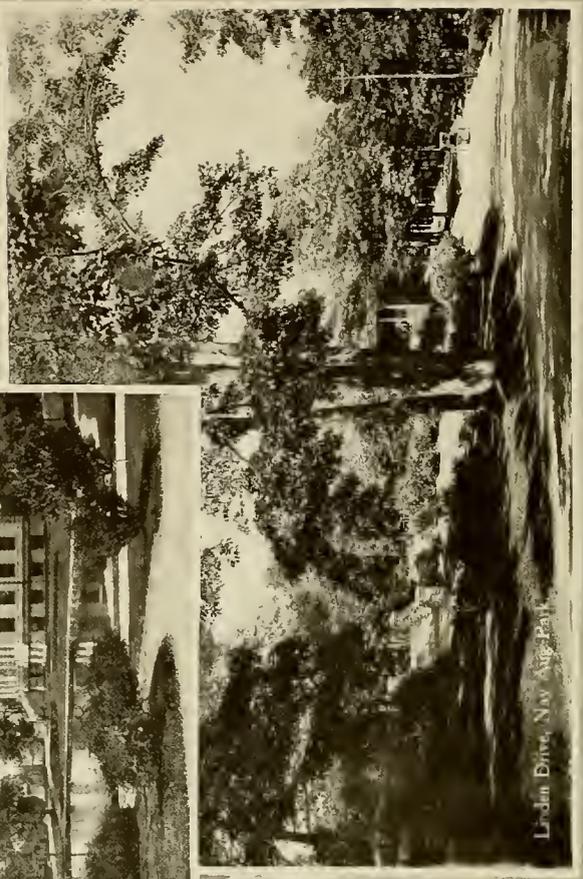
Sunshine and Shadow, Nay Aug Park on the Laurel Lane.



Everest Museum



Brookside



Linden Drive, Nay Aug Park

# FINANCE IN THE ANTHRACITE METROPOLIS

H. G. DUNHAM

**S**CRANTON has twenty banks within its city limits, five National banks, twelve State banks and three Trust companies. Lackawanna County has thirty-nine banks. Eleven new banks started business within the past three years. Nearly all of the suburban banks are closely adjacent to Scranton.

The total banking capital of these thirty-nine banks is \$5,730,000; surplus and profits, \$8,553,133; deposits, \$46,969,353. Increase in deposits in the past three years, \$9,954,784; loans and discounts, \$31,285,049; investments,

\$17,641,875.

The bank clearings of the Scranton Clearing House for the year ending October 31, 1910, were \$138,240,270.75; October 31, 1911, \$141,162,966.46, an increase for the year of \$2,922,695.71

All of the banks, both National and State, and the Trust companies with one exception do both a commercial and savings bank business. At least two thirds of the deposits of each bank are interest bearing deposits. The thrift of Scranton people is evidenced by this preponderance of savings deposits in the banks.

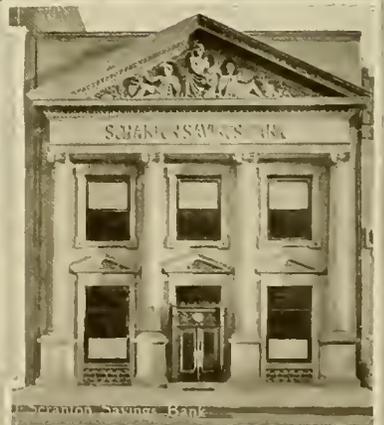
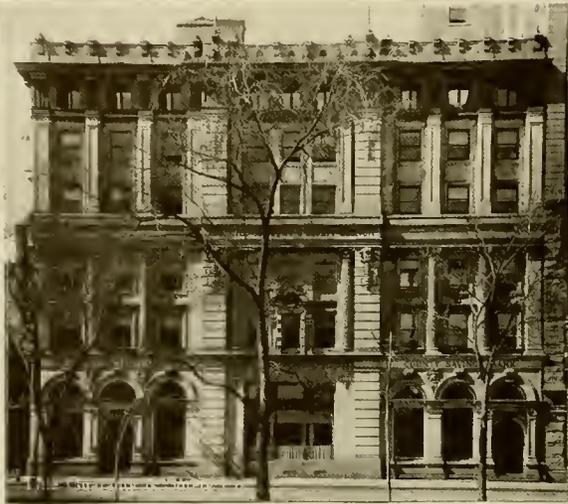
In no city in the United States do bank stocks sell higher in proportion to their book value. The market value of nearly every bank stock is much above book value, in some cases two hundred points. This fact speaks volumes for the strength of the banks and the confidence placed in the banks by the people of this community.

Scranton bankers are always prepared to take care of home industries that are well managed and properly financed. All of the bank buildings are modern and equipped with every convenience for the accommodation of customers and the transaction of business.

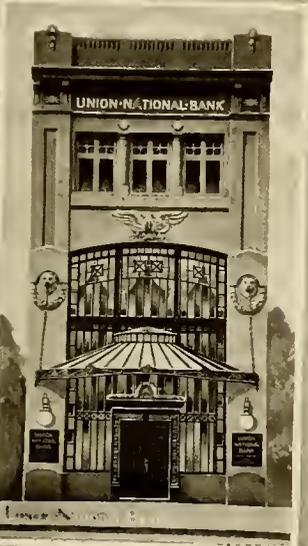
Scranton is proud of its banks, its bank buildings and its bankers. Special mention should be made of the Title Guaranty & Surety Company with its large capital and surplus of one million dollars, doing a bonding and surety business in nearly every state in the Union. Scranton also points with pride to its strong home Insurance Company, the Scranton Life.



Steel Timbering, Anthracite Mine, 1,000 feet below surface



SCRANTON HAS TWENTY



BANKS AND TRUST COMPANIES



PASSENGER AND FREIGHT DEPOTS

## TRANSPORTATION

GEO. E. BATES



THE greatest industry in and adjacent to the city of Scranton is the mining of anthracite coal, and this one business alone is so important that it demands unequalled transportation facilities. Out of the mining industry has developed one of the best transportation services in the entire country, the benefit of which is enjoyed by commercial Scranton. Because of the great deposits of coal and the demand for the same increasing yearly, the railroads have, one after another, built into this region, eventually making Scranton the anthracite metropolis, and as the city has always been able to offer cheap fuel, good water, and the best health conditions, it has accordingly increased in industrial importance, until it is now among the foremost in the output of many commodities.

The city at this time is served by five steam railroads, viz: Central Railroad of New Jersey; Delaware & Hudson Company; Delaware, Lackawanna & Western; Erie; and New York, Ontario & Western. Such railroads collectively entering a city, mean sure progress to the community, as up-to-date railroads mean up-to-date towns. Scranton is advantageously located from both a freight rate and freight service standpoint. The new Scranton rate basis, now in effect to all points west of Niagara frontier points and Pittsburgh, Pa., gives this city an advantage which the manufacturer in quest of a site cannot overlook. We have lower freight rates to the west than New York, Philadelphia, Baltimore or Albany, and all territory adjacent thereto, and yet we are given equal, and in many cases better service, than the points named, due to the geographical location of our city, and the competition for business by the railroads.

THE CENTRAL RAILROAD OF NEW JERSEY maintains a commodious freight station and favorable track delivery facilities. It is conveniently located on Lackawanna avenue, near West Linden street, virtually in the centre of the city of Scranton. It is a short and direct road between Scranton and:

|                      |                   |
|----------------------|-------------------|
| Philadelphia, Pa.    | Steelton, Pa.     |
| Harrisburg, Pa.      | Phoenixville, Pa. |
| Reading, Pa.         | Pottsville, Pa.   |
| Lancaster, Pa.       | Pottstown, Pa.    |
| Lebanon, Pa.         | Shamokin, Pa.     |
| Chaubersburg, Pa.    | Camden, N. J.     |
| Johnstown, Pa.       | Trenton, N. J.    |
| Atlantic City, N. J. |                   |

and between all points in the Schuylkill valley and eastern Pennsylvania, likewise southern and middle New Jersey. Its daily fast freight service from Philadelphia and foregoing points provides for exceptional and quick freight movement.

The pier and shipping facilities of this company in New York and Brooklyn are in every respect first class.

Established daily fast freight train service in connection with these New York, Brooklyn and Bronx facilities means as quick movement as by express to Scranton and vicinity, and should be of special value to merchants.

More than thirty-five fast freight lines operate over the road arranged to move traffic expeditiously, assuring the best possible service between all points.

It is as the route of the famous "Philadelphia Flyers" that the Central Railroad of New Jersey, from the passenger service standpoint, is particularly well known to Scrantonians and the traveling public in general. These popular trains, with their equipment of high class vestibuled coaches and Pullman parlor cars have brought the Electric City and the metropolis of eastern Pennsylvania into closer touch than ever, maintaining the fastest schedules between these intimately related communities. They also afford excellent service to the important cities in the Wyoming and Lehigh valleys, and the principal points on the Central's main line through the heart of New Jersey to Manhattan Island. It is from Scranton, too, that the Central's "Mermaid" begins, in summer, its every week day run through to the North Jersey coast resorts.

The Central Railroad of New Jersey in establishing its terminal in the city of Scranton has contributed a large share to the progress and development of the city.

Trains arrive in Scranton:

From South: weekdays, 11:46 a. m.; 3:15 and 10:50 p. m.; Sundays, 12:35, 3:35 and 10:50 p. m.

Trains depart from Scranton:

For South: weekdays, 7:10 a. m.; 12:50 and 4:00 p. m.; Sundays, 9:10 a. m.; 2:10 and 5:00 p. m.

THE DELAWARE & HUDSON RAILROAD COMPANY, the oldest railroad in the anthracite region, has fully kept pace with the progress in railroad development. It now extends from Wilkes-Barre to Rouses Point, N. Y., owning and controlling numerous branch lines and Canadian roads. This line maintains five freight and four passenger stations within the city limits of Scranton, which means the best service possible to its patrons. It opens the natural gateway between the south and New England, eastern New York and eastern Canada. It also maintains a high class freight service between the above points and the west via Wilkes-Barre, from all of which Scranton gets full benefit. The Delaware & Hudson Railroad Company is now operating four fast schedule freight trains each way daily, between Scranton, Wilkes-Barre and New England, eastern New York and Canada. It has through freight rates to all points, and has tariff arrangements and maintains an exceptionally good service in connection with all roads.

The Delaware & Hudson Railroad Company maintains a frequent passenger service, having fourteen trains daily in and out of our city, which brings thousands of people to Scranton every day. This road traverses a portion of Wayne County, which attracts Scrantonians to an ideal summer resort territory within its hills, valleys, forests and lakes. The Delaware and Hudson Company also makes it easy for a Scrantonian to reach Saratoga Springs, Lake George, Lake Champlain and all Adirondack mountain resorts.

It is now a four track system between Scranton and Carbondale.

Trains arrive at Scranton:

From North: 6.32, 7.35, 8.45, 9.37, 10.35 a. m.; 12.05, 1.35, 2.13, 3.15, 4.37, 5.25, 6.30, 7.45, 11.07 p. m. weekdays. 9.10, 10.35 a. m.; 12.05, 1.35, 3.15, 6.28, 9.12, 10.37 p. m. Sundays.

From South: 6.30, 7.51, 8.46, 9.59 a. m.; 12.00 noon, 1.14, 2.13, 4.00, 4.40, 5.25, 6.20, 7.30, 10.14, 11.27 p. m. weekdays. 7.55, 9.59, 11.45 a. m.; 2.13, 4.00, 5.46, 8.15, 11.27 p. m. Sundays.

Trains leave Scranton:

For the North: 6.35, 7.55, 8.50, 10.05 a. m.; 12.05, 1.19, 2.18, 4.05, 4.45, 5.30, 6.25, 7.35, 10.19 and 11.32 p. m. weekdays. 8.00, 10.05, 11.50 a. m.; 2.18, 4.05, 5.50, 8.20 and 11.32 p. m. Sundays.

For the South: 6.36, 7.40, 8.50, 9.42, 10.40 a. m.; 12.10, 1.40, 2.18, 3.20, 4.42, 5.30, 6.35, 7.50 and 11.10 p. m. weekdays. 9.15, 10.40 a. m.; 12.10, 1.40, 3.20, 6.32, 9.17, 10.40 p. m. Sundays.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY. In 1853 two small railroads known as the Delaware and Cobb's Gap Railroad and the Leggett's Gap Railroad were merged under a new charter and the name changed to that of the Delaware, Lackawanna and Western Railroad Company. The organization was effected primarily for the purpose of transporting coal to tide-water and the road itself only extended from Scranton to Washington and Hampton, N. J., at which points respectively the traffic was transferred to the old Morris canal, then at the height of its activity, and to the Jersey Central, which carried it to the seaboard.

Finally, in the sixties, the Lackawanna acquired the Morris and Essex Railroad which extended from Phillipsburg, N. J., to Hoboken, N. J., and crossed the Lackawanna at Washington. By this acquisition the Lackawanna at once opened up to the seaboard the greatest anthracite coal fields in the world and speedily placed itself in the foremost rank of transportation enterprises.

In the enjoyment of the transportation facilities furnished by the Lackawanna, Scranton has been especially fortunate. No point on the Lackawanna Railroad is more than ten hours distant from the cities of New York or Buffalo, the great distributing gateways of the east. Furthermore, at various points along its line, the Lackawanna forms connection with nearly all the great railroad systems of the east, thereby affording shipping facilities to the seaboard and various other points in the United States, which are practically unexcelled.

A recent recognition of the identity of interest between the city of Scranton and its common carriers appears in the construction of the new Lackawanna station at Scranton. This is a structure of which the citizens of Scranton may well be proud. Outside of the great metropolitan terminals, there is no handsomer railroad station in the United States. As an advertisement of the city, the impression created upon the minds of the passing tourists is of inestimable advantage.

Furthermore, upon the completion of this new station, 320 employes of the auditor freight and ticket account and freight claim agent's departments were transferred from New York to offices provided in this building.

That the Lackawanna has been no small factor in Scranton's prosperity is still further emphasized by a consideration of the new locomotive shops, which employ 960 men; the Keyser Valley shops which employ 550 men; and the location at Scranton of the general stores department of the company.

Trains arrive in Scranton:

From the East: 1.10, 6.10, 7.50,\* 9.50 a. m.; 1.05,\* 1.50, 6.37, 9.05,\* and 11.23 p. m. weekdays and Sundays.

From the West: 1.55, 3.25, 6.18, 7.47,\* 10.15 a. m.; 12.35,\* 3.20, 3.35, 7.35 p. m.

\* Daily except Sunday. Sunday only 10.00 a. m.

Trains depart from Scranton:

For the East: 2.05, 3.30, 6.25, 8.00,\* 10.20 a. m.; 12.40,\* 3.40, 3.45, 6.10\* p. m.

For the West: 1.15, 6.18, 9.00, 9.55 a. m.; 1.10,\* 1.54, 6.17, 6.45, 11.28 p. m. \*Daily except Sunday.

THE ERIE RAILROAD COMPANY also adds to Scranton's greatness as an industrial center. The Scranton branch connects at Lackawaxen, Pa., with the main line, and freight to and from that point is handled on the through New York and western trains, thereby giving a next morning service from New York, third morning delivery from Boston and New England points, and maintaining the same service from Scranton to western points as given from New York City.

The Erie have a freight and passenger station conveniently located on North Washington avenue. It interchanges freight at Scranton with the Delaware and Hudson Company.



LOCAL SUMMER RESORTS

Delaware, Lackawanna and Western Railroad, and the Lackawanna and Wyoming Valley Railroad.

Trains arrive at Scranton:

From the East: 10.58 a. m. and 8.20 p. m. daily, except Sunday.

Trains leave Scranton:

For the East: 7.00 a. m. and 1.30 p. m. daily, except Sunday.

NOTE: During the summer months the passenger service on this road is doubled and Sunday trains are run.

NEW YORK, ONTARIO & WESTERN RAILROAD. Another valuable shipping facility to the many interests located in Scranton is the New York, Ontario and Western Railroad, which, independent of its freight traffic, handles the coal output of the Scranton Coal Company, whose mines are located adjacent to the Ontario and Western's Scranton division, between Carbondale and Scranton. The many improvements the Ontario and Western has been making of late on its Scranton division in the way of building shops and double track, shows that its management looks upon the future prosperity of this city as assured. In evidence of this was the recent double tracking of its Scranton division from Scranton to Cadosia; where the Scranton branch connects with its main line; thus giving this city another double track system direct to New York City. This line is also a very direct outlet from Scranton to the New England states by way of the Poughkeepsie bridge route, and New York, New Haven and Hartford Railroad, as well as to Canadian territory, via Utica, N. Y.; while its western outlet is by way of Oswego and Oneida, N. Y., in connection with the New York Central and Michigan Central as well as other western lines. Locally, on its Scranton division, connections are made with all the roads there located.

Trains arrive at Scranton:

From the North: 5.00 p. m. weekdays; 6.45 p. m. Sundays.

Trains leave Scranton:

For the North: 10.00 a. m. weekdays; 8.30. a. m. Sundays.

LACKAWANNA & WYOMING VALLEY RAILROAD. The steam roads have done much for our city, but we all know that the great use of electricity has caused Scranton to be known long ago as the "Electric City," and it now boasts of the finest third rail line in the country, together with a suburban trolley line traversing the country districts as well as a high class street system.

The third rail system is the "Laurel Line" (the pseudonym of the Lackawanna and Wyoming Valley Railroad) bringing to Scranton's doors more than ten thousand people daily, the exact number for 1911 being 4,209,256. Two hundred and fifty-eight passenger trains arrive at or depart from the Scranton terminal every twenty-four hours, and its handsome vestibule trains may be seen swiftly flying over the neighboring hills at all hours, for its service is continuous. Safety, speed, frequent and convenient service, well lighted, comfortably heated and clean cars are placed at the disposal of the people of Scranton.

Connections are made at Scranton, Wilkes-Barre and Pittston with all railroads and all street car lines.

Six frequent trains in each direction daily afford the producer and consumer exceptional facilities for forwarding or receiving merchandise, and freight is received at convenient warehouses for shipment to all points at competitive through rates

Frequent trains are operated daily for the exclusive handling of express shipments of the Adams Express Company.

The route of the "Laurel Line" through the Meadow Brook valley renders available

many industrial sites, offering exceptional advantages to the manufacturer; and in connection with the Lackawanna and Wyoming Valley Power Company it is equipped to furnish an unlimited supply of electric energy at less than the cost of production in small units.

Trains arrive at Scranton:

Local service from South: At 6.21 a. m. and every twenty minutes thereafter, until 12.31 a. m., when an hourly service goes into effect, weekdays, and the same schedule Sundays, except that the first two trains arrive at Scranton at 6.31 and 7.31 a. m.

Express service: Every hour from 7.55 a. m. to 7.55 p. m. daily, except Sundays and holidays.

Trains leave Scranton:

Local service for South: At 5.00 a. m. and every twenty minutes thereafter, until 12.00 p. m., when an hourly service goes into effect, weekdays, and the same schedule Sundays, except that the first two trains leave Scranton at 6.00 and 7.00 a. m.

Express service: Every hour from 7.19 a. m. to 7.19 p. m. daily, except Sundays and holidays.

THE SCRANTON & BINGHAMTON RAILROAD COMPANY operates under lease, the Northern Electric Street Railway, consisting of twenty miles of electric road from Scranton to Lake Winola and Factoryville, and is engaged in building a high-speed electric road from Factoryville to Binghamton, New York, connecting with Montrose, the county seat of Susquehanna, and the town of Susquehanna. The part of the road now in operation serves a large population outside the city of Scranton, and when completed will serve a greatly increased number, besides connecting the cities of Scranton and Binghamton.

The principal business of the road at present is the handling of local traffic from the country boroughs and townships to the city of Scranton, and excursion business in the summer months from Scranton to country resorts.

The sale of current for electric light and power, and the operation of express service for the handling of milk and light freight are in process of development, and when fully completed will add much to the convenience of its patrons, and also enable Scranton markets to secure fruit and dairy products from the rich agricultural section between Scranton and Binghamton in much better condition on account of quicker and more frequent delivery.

THE SCRANTON STREET RAILWAY COMPANY, owned and operated by the American Railways Company, is a combination of small lines. Scranton was one of the first cities in the United States to adopt electricity as a motive power for the operation of street railway cars. It was the first city in the world that successfully, practically and profitably operated cars with electric energy.

Twenty-five years ago last November, the first electric railway was successfully inaugurated by citizens of Scranton, and it was then that the attention of the whole world was directed to this city, which soon became known as the "Electric City." The men who projected this enterprise were all men of Scranton, many of whom are now alive and see the magnificent results of their early experiments. It was Scranton push, Scranton brains, and Scranton money that made the first successful venture in this direction.

The street railway transportation systems of the world owe much to Scranton and its citizens who had the nerve, energy and enterprise to develop this then unknown power. In that direction, they made history that will last as long as the street cars are run by this mystic agent.

The Scranton street railway system of to-day has grown from a very small beginning to one of the strongest enterprises of the city. It gives employment to about seven hundred wage earners, and the amount of money disbursed in wages per year is somewhat over one-half million dollars.

The company operates about one hundred miles of track. The new type of construction used during the last five or six years is of the most substantial kind, being sixty foot, ninety

pound T rails, laid on concrete, and tied every five feet with Carnegie steel ties. The life of this construction is considered to be about fifteen years, excepting where special work is in use.

The fare and transfer passengers of the last year, reached the figure 29,000,000, almost a third of the population of the United States.

Last year, the street cars of the Scranton Railway Company traveled 4,063,000 miles. The distance traveled by cars of this system would be equivalent to eireling the globe 162 times. These figures are used to eall attention to the development of the street railway industry in the city, and to show the wisdom of the management and the public pulling together in matters which so vitally affect the interests of both.

The Street Railway Company controls two power stations, one having 3,750 horsepower, and a new station recently completed having 2,400 horse power.

The street railway system runs from Pittston to Forest City, passing through Avoca, Moosie, Old Forge, Taylor, Scranton, Throop, Dickson, Olyphant, Peckville, Archbald, Jermyn, Mayfield, Carbondale, Simpson, Vandling and Forest City.

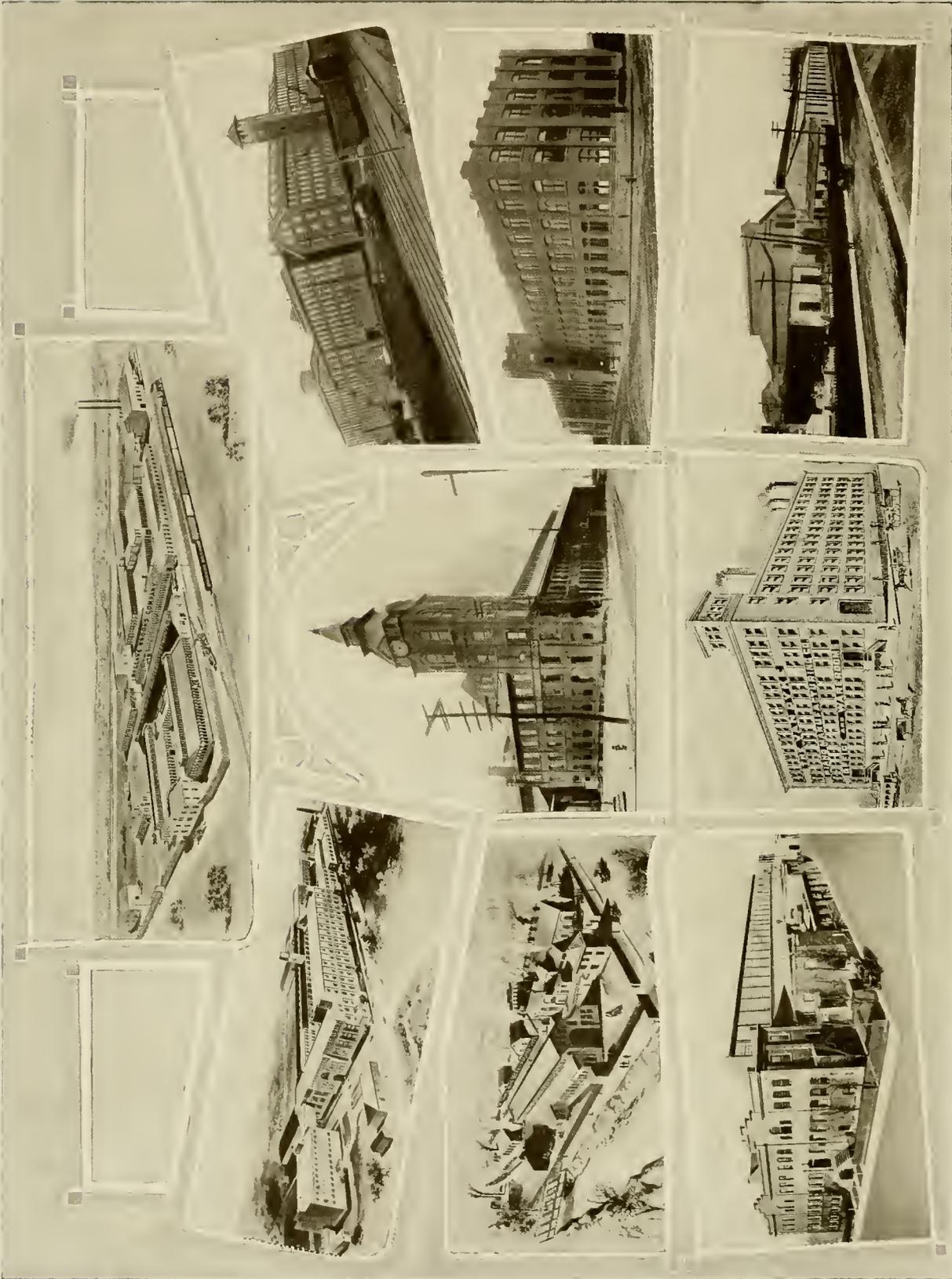
Freight is distributed from Scranton to various boroughs and towns north and south over the Scranton Railway Company's lines by the Blue Line Express.

The Scranton Railway Company also operates a railroad to Moosie Lake, which is twelve miles east of the city, at an elevation of two thousand feet above sea level. This road is called "The Gateway to the Clouds," and is one of the most scenic and picturesque routes east of the Roekies. Moosie Lake is a body of remarkably clear water, and offers a cool and refreshing resort on the hottest days of summer.

The population served by the Scranton Railway system is approximately 250,000.



View showing portion of Great Locomotive Shops of D., L. & W.—just completed.  
From roof of new Passenger Station—Laurel Line (third rail system) Terminal in foreground.



SOME MANUFACTURING PLANTS

## MANUFACTURING



**M**ANUFACTURING, rather than mining, contrary to popular belief, was the starting point of the city of Scranton. When the little iron mill, referred to by Col. Hitchcock in his article, was opened in 1840, the mining of coal was only incidental to the operation of the local plant. Very early, however, in the city's history the stupendous possibilities of the mining business were recognized, and mining soon became its greatest industry.

The earliest manufacturing enterprises were naturally of a character associated with, and supplemental to, the mining and transportation of coal. Mining machinery, locomotives and rails were among the first important products, and to the present day the city's manufacturing enterprises have progressed largely along the lines of the mining and railway supply trades.

About thirty years ago, certain silk manufacturers, reasoning that a large supply of female labor must be available in the families of the anthracite coal miners, began the establishment of branch plants in the city, and the success of these earlier experiments has brought into Scranton a large number of silk mills. At the present time a vast quantity of silk is handled in the Scranton mills, and the city ranks second in this industry in the United States.

Since 1880 the manufacturing interests have developed rapidly in importance and diversity. The principal factors in attracting enterprises to the city, and in the encouragement of home capital to investment, has undoubtedly been the convenience of a very high grade fuel at relatively low cost, and the availability of unusually good transportation facilities. While the price of anthracite coal has advanced sharply in the past ten years, the increase has been uniform and the cost in the coal regions has remained proportionately lower than elsewhere. The keen competition for freights on the part of the steam and electric railroads has tended to make both service and rates favorable to the manufacturer and merchant.

Another element which has operated favorably in building up the city's manufacturing interests has been the large supply of labor, not only in the city, but immediately available by trolley in the adjoining boroughs to the north and south. The Lackawanna and Wyoming valleys, which are both relatively narrow, and extend only about forty miles northeast and southwest, together constitute one of the most densely populated spots on the continent. More than 500,000 people live in this small area.

Despite the fact that more than one-quarter of the world's supply of anthracite coal is mined within fifteen miles of Scranton, there are still many thousands of workers who find employment in the numerous manufacturing plants in the city and valley, devoted to the production of a great variety of articles.

The output of a varied line of heavy hardware is important. Such articles as stoves and furnaces, grates and blowers, scales and screens, bolts and nuts, axles and springs, mining machinery of all kinds, pumps, brass goods and aluminum wares are made in quantities. Engines, boilers, locomotives and railroad cars are built here.

The textiles are largely represented. Besides silk, of which we handle one-third of all of the raw material imported into the United States, there are extensive woolen mills and cotton underwear factories. There is one of the largest lace curtain mills in the world, and important knitting, embroidery and hosiery interests. The largest composition button factory in the world is located here, where in addition to turning out three million buttons

per day, an infinite variety of composition specialties are made. These include such articles as telephone receivers and transmitters, magneto boxes, switches and all kinds of electrical devices made of insulated composition material; also advertising novelties, souvenirs, etc. More than 1,400 separate dies are in use at this plant.

In addition to the large plants engaged in the metal working and textile trades, there are many establishments devoted to the manufacture of other products. There are two very successful piano manufacturing plants. There are brass works, where a great variety of specialties are made, among them safety lamps for use in the noxious gases of coal mines and in powder magazines on battleships. There are also large bakeries, where bread, pies and cakes are made for this entire section of the state. It is a great candy manufacturing center and there are a number of large plants engaged in the engraving, lithographing and printing business. Two important lines not represented in the city, and for which there would seem to be a good opening, are shoe manufacturing and rubber goods.

**A PARTIAL LIST OF THE MANUFACTURING INTERESTS  
REPRESENTED IN SCRANTON**

|                         |                      |                       |
|-------------------------|----------------------|-----------------------|
| Abrasive wheels         | Engines              | Proprietary medicines |
| Advertising specialties | Flour                | Railroad supplies     |
| Ale                     | Forgings             | Rugs                  |
| Anthracite briquettes   | Furnaces             | Scales                |
| Axles                   | Grate bars           | Screens               |
| Beer                    | Hides and leather    | Shirts and overalls   |
| Bolts and nuts          | Horse shoes          | Silk                  |
| Boilers                 | Hydraulic machinery  | Silk making machinery |
| Bread                   | Iron                 | Skirts                |
| Brass specialties       | Iron fences          | Soap                  |
| Brooms and brushes      | Knit goods           | Springs               |
| Buttons                 | Lace curtains        | Steam pumps           |
| Cabinet work            | Lithographing        | Steam heaters         |
| Cars, railroad          | Macaroni             | Stoves                |
| Carriages               | Mattresses           | Sugar machinery       |
| Caps and hats           | Mine supplies        | Telephone appliances  |
| Cigars                  | Mine lamps           | Tobacco               |
| Cloaks and suits        | Meat packing         | Toilet articles       |
| Coal                    | Mining machinery     | Trading stamps        |
| Cut glass               | Ostrich feathers     | Turbine water wheels  |
| Doors, etc.             | Paper bags and boxes | Underwear, all kinds  |
| Electrical specialties  | Pianos               | Wagons                |
| Embroidery              | Plaster              | Whetstones            |
| Engraving               | Plumbers' supplies   | Woolen goods          |

## FACTORY SITES

Scattered at convenient points throughout the 20.5 square miles of the city's area are many choice factory sites, which can be secured at very reasonable prices.

The numerous railroads afford exceptionally good shipping facilities at most of these points. It is possible to provide a manufacturer with a location directly on the lines of three competing railroads, and sites fronting on two roads are easily obtainable. The prices of real estate for manufacturing purposes vary, but very good locations can be obtained, with excellent railroad facilities at hand, as low as \$300 per acre. A manufacturer objecting to locating on mined land can be furnished with unlimited ground within the city limits, under which there is no coal whatever, and with direct railroad connection. There are also locations to be had where a large proportion, or all, of the water supply can be obtained free of cost.

Correspondence direct with the Board of Trade will secure at once specific information on all questions regarding factory locations.



Interior view of one of the new D., L. & W. Machine Shops.

This Company has invested several million dollars in Machine and Car Building Shops and Passenger and Freight Depots in Scranton within the past three years.

## POWER



SCRANTON, being in the heart of the anthracite coal fields, is enabled to furnish very cheap power. The electric companies, by taking advantage of the waste fuel known as culm and converting it into electrical energy, can at a profit, offer most attractive inducements to manufacturers desiring electric driven machinery.

This was the first city in the world to put on electrically propelled street cars as a commercial proposition, and its sobriquet of the "Electric City" then earned has ever since been maintained by its pre-eminence in the universal use of the mystic fluid for both light and power. The local electric company extends every encouragement for the use of electricity for power and offers a sliding scale rate which is fair to both large and small consumer. The rate varies from 2 cents to 4 cents per kilowat, depending upon the quantity of current and character of load. When large quantities of power are required, a very low rate is provided.

As an inducement to manufacturers to locate along its line, the Lackawanna and Wyoming Valley Railroad Company offers very cheap rates for current. When this company, which is a third rail electric road, built its power plant, it installed several thousand horse power of surplus capacity with this purpose in mind.

For the manufacturer who requires his own steam plant, coal can be bought for \$1.00 per ton up, depending upon sizes used.

### ELECTRIC LIGHT, GAS AND WATER RATES

Water is supplied by a private corporation, the Scranton Gas and Water Company, owned by citizens of Scranton. Vast sums have been spent by this company in collecting and impounding a great volume of pure mountain spring water in its many large reservoirs. It is a gravity system, and the reserve supply in store is between six and seven billion gallons. It collects water from both the east and west mountain water-sheds. The water is all taken from swift running mountain streams, and is pure and remarkably free from any possible contamination.

For domestic use a flat rate of 25 cents per 1,000 gallons is charged.

For manufacturing purposes the rate runs from 6 cents per 1,000 gallons up, depending upon quantity. All rates are based upon monthly consumption.

The rates for gas for both light and fuel are the same. For the first 15,000 cubic feet the rate is 95 cents. For more than 15,000 cubic feet and less than 25,000 cubic feet the rate is 90 cents. For over 25,000 cubic feet the rate is 80 cents. These rates are based on a monthly consumption.

The electric light rate for residence is 10 cents per kilowat with a discount of 10 per cent.

The mercantile rate varies from 3½ cents to 7 cents per kilowat, depending upon quantity. These rates also based upon monthly consumption.

# THE EDUCATIONAL INTERESTS OF SCRANTON

ALBERT H. WELLES



THE city of Scranton has been fortunate from the beginning in having a class of citizens who have valued highly the importance of sound education, and in electing to positions of trust on the School Board, the people have wisely intrusted the school affairs to competent controllers.

Until April 30, 1877, there were four separate and independent public school districts. When the consolidation of these districts into one took place, there were 25 buildings used for school purposes, with 147 teachers on the pay roll, and an enrollment of 7,498 pupils. Now there are 46 main buildings and 17 annexes of from one to six rooms each, 565 teachers and an enrollment (October, 1911) of 21,089. The teachers are classified as follows: High School, 54; Grade teachers, 473; Supervisors of Music and Drawing and Sewing, 9; Kindergarten, 29.

The Board of Control has prudently erected buildings as the growth of the city warranted, and while the material interests have not been neglected, the educational side has always been safeguarded. There are two High schools, the Central and Technical. The Central, a magnificent building, stands on the site of the original high school which was started in 1858. The new high school was opened in 1896, and soon became so popular that it became overcrowded and additional facilities had to be provided. Mrs. W. T. Smith generously offered in this emergency to build a Manual Training School in memory of her husband, and so the W. T. Smith Manual Training Building, fully equipped, was accepted by the Board of Control. There was then built a fine high school building, connected by a bridge with the manual training building, which was named the Technical High School. When this building was opened in 1905, the commercial department was removed from the Central to the Technical building.

The Central has three courses, the Classical which prepares for college classical courses, the Scientific which fits for engineering schools, and the General course which is intended primarily for the normal schools. Many of the graduates successful in the business life of the city attest the value of the high school courses for the large majority who finish school with a High School diploma.

The Technical High School offers three courses; the Commercial, the Manual Training course for boys and the Manual Training course for girls, and with the facilities provided by the W. T. Smith Manual Training School, there is no city which can offer better training.

In 1911 there was opened the new Administration building, which besides being architecturally an ornament to Scranton's public buildings, was a wise economical move, as before, the Board had paid rent for its offices. Now, on the third floor of the twelve room school building are all the offices of the district.

The grade schools are commodious and sanitary, and the corps of teachers doing faithful work all along the line from the first year primary grade to the last year of the high school can not be surpassed in any city.

Evening night schools have been maintained for the past few years and are increasingly popular.



EDUCATIONAL

Schools



Public School No. 42



W. T. Sullivan Manual Training School



St. Thomas College



Mt. St. Mary's Seminary

EDUCATIONAL

So far as the executive administration of the schools is concerned, the roll of honor since the start is as follows:

#### SUPERINTENDENTS

|           |       |                    |
|-----------|-------|--------------------|
| 1877-1887 | ..... | Joseph Roney       |
| 1887-1894 | ..... | George W. Phillips |
| 1894-1902 | ..... | George Howell      |
| 1902-1908 | ..... | George W. Phillips |
| 1908-     | ..... | George Howell      |

For twenty years a City Training school for teachers was maintained which did valuable work in preparing graduates of the Central High school for positions in the local schools, but in 1910 it was thought best to abandon this school and have the State Normal schools do the work.

The legislature of 1911 passed a new school code which provides for nine school directors at large, instead of twenty-two, one from each ward. The first board of nine was elected in November and went into office December 4, 1911.

The directors with their terms are:

For six years: Geo. B. Carson, D. J. Thomas, C. H. Von Storch.

For four years: D. J. Evans, Frank Hummler, John H. Williams.

For two years: W. C. Bruning, Dr. J. H. Odell, C. H. Welles, Jr.

Prof. Geo. Howell is the city superintendent of schools.

From 1893 to date, the present secretary, Eugene D. Fellows has most efficiently filled the office.

It is of interest to note that Congressman John R. Farr, once a secretary of the Board, while a member of the state legislature introduced a bill which was enacted into law, which provided for free text books for all the schools of the commonwealth.

#### SALARIES

The salary schedule now in force in the city schools is as follows:

##### HIGH SCHOOLS

Heads of departments (three years experience), \$1,200 first year, and fifty dollars increase thereafter till the maximum \$1,500 is reached. Assistant teachers, \$1,000 first year, and fifty dollars increase thereafter till the maximum \$1,500 is reached. The vice-principals receive \$1,800 per annum.

##### GRAMMAR SCHOOLS

Grammar A principals are paid \$1,150. Principals of buildings below Grammar A from \$770 to \$1,100, depending on the size and grade.

Grade teachers having two diplomas, High and Training, or Normal and Training, receive the first year \$495, and receive a maximum of \$660 the ninth year. Graduates of Normal schools receive \$440 the first year and reach a maximum of \$660 the ninth year. Grammar A assistants and Primary B teachers receive \$715 a year. Salaries are paid in ten monthly installments.

At the annual institute, November, 1911, by a vote of 504 out of 565, the teachers decided to start a Teachers' Retirement Fund, and while the plan has not yet been fully decided on, there is no question but that it will be established this school year, so that teachers having taught thirty years in the city schools may receive on retiring, \$500 a year as pension.

The school report for year ending June 30, 1911, furnishes the following interesting facts: There was expended a total of \$780,068.11, an average of \$44.67 per pupil. The

average cost per pupil in the Central High school was \$62.39, and in the Technical High school, \$64.04.

The private schools of Scranton are doing most excellent work. St. Thomas college provides higher education for boys as Mt. St. Mary's, beautifully located in Green Ridge, does for girls; while the parochial schools maintain grammar school courses. The School of the Lackawanna is a private school which has been in existence over thirty years, and prepares its students successfully for college. Altogether, more than 6,000 students are enrolled outside of the public school system.

No account of the educational interests of Scranton would be complete without a reference to the International Correspondence Schools, often called the Scranton schools. Founded in 1891 by T. J. Foster, whose genius conceived the idea of instruction by mail, from an enrollment of 115 the first year, it has grown by phenomenal bounds until October, 1911, 1,411,192 are numbered among its students. Offering an opportunity for those who wish to improve their social and financial condition there is no better or wiser plan offered anywhere than that presented by this humanitarian institution.

Under date of January 5, 1912, Capt. E. D. Fellows, secretary of the Board of Control, furnished the following statement from the published report of the Board for the year ending June 30, 1911:

|   |                |
|---|----------------|
| Value of school property .....  | \$2,842,570.00 |
| Total bonded indebtedness .....   | 1,620,000.00   |
| Bonds in the Sinking fund, representing cash taken from same .....                          | 307,000.00     |
| Outstanding bonded indebtedness .....   | 1,313,000.00   |
| Warrants drawn, including \$207,490.00 for new buildings<br>and permanent improvements..... | 805,551.00     |
| Tax levy, fiscal year ending June 30, 1911, all purposes, 7½ mills.                         |                |
| Tax levy, year ending 1912, 8 mills.  |                |



Administration Building International Correspondence Schools  
The largest Educational Institution on the Globe



FOR THE SICK AND INJURED

## HOSPITALS



SCRANTON is well supplied with modern hospitals, completely equipped and amply endowed, or supported by state and private aid. In addition to numerous private institutions, owned by physicians of the city and operated in conjunction with their private practice, there are four general hospitals and one sanitarium.

THE STATE HOSPITAL, which is now supported entirely by the state of Pennsylvania, was formerly the old Lackawanna hospital, a local institution maintained by the private contributions of citizens of Scranton. It was taken over by the state in 1901, and since that time has been greatly enlarged and improved. It is a general hospital, and is officially known as the "State Hospital for the Northern Anthracite Coal Region." It is governed by a board of directors of which Hon. E. B. Hardenburgh is president; Dr. A. J. Connell, vice-president; Mortimer B. Fuller, treasurer; and P. Silas Walters, secretary. The superintendent is John L. Burgan. Its maintenance costs about \$75,000 per year. It has a capacity of 155 beds, but in emergency can accommodate 200 patients. The buildings and equipment cost \$400,000, and the entire property is valued at half a million dollars. During the past year 2,404 patients were received in the hospital and 3,038 were treated in the dispensary.

THE HAHNEMANN HOSPITAL occupies new buildings recently erected on Colfax avenue. It is a general hospital, and has accommodation for 70, and during the past year received 941 patients. It costs \$30,000 per year to maintain it, of which the state provides about one-half; the balance being furnished by private contributions. The property is valued at \$175,000. The officers of the hospital are: President, Mrs Eleanor S. Oakford; vice-presidents, Mrs. C. H. Welles and Mrs. Abby R. Smith; secretary, Miss Louise Tonney; treasurer, Miss Margaretta Belin; superintendent, Miss Mary E. Haws.

The advisory board is: Henry Belin, Jr., Chas. H. Welles, H. H. Brady, J. W. Oakford, Mortimer B. Fuller, F. W. Fleitz, J. H. Torrey and C. H. Genter.

THE WEST SIDE HOSPITAL is located in Hyde Park at Jackson street and Bromley avenue. This is a general hospital and is maintained particularly for the west side of the city. It is partially supported by the state, the appropriation in 1911 being \$14,000. Its maintenance last year cost \$21,980. It has accommodation for 42 patients. This hospital graduated its first nurses class on February 28, 1912. The value of the property is about \$80,000. Directors: Hon. H. M. Edwards, Hon. John R. Farr, Hon. Walter McNichols, David J. Davis, John M. Reynolds, W. Gaylord Thomas, W. A. Paine, D. D. Evans, M. J. Williams, William Farrell, T. J. Williams and Edgar A. Jones. Officers: President, H. M. Edwards; treasurer, Edgar A. Jones; secretary, David J. Davis.

THE WEST MOUNTAIN SANITARIUM was established in 1903 on the heights of the mountains on the west side of the Lackawanna valley, for the care and treatment of tubercular patients. Its cost of maintenance averages from \$10,000 to \$12,000 per year, and is largely provided by the charitable people of the city. Last year \$2,500 of state aid was secured. The average number of patients is 24. This was one of the first municipal sanatoria established in this country, and has proved a great blessing to the afflicted poor of



Home for the Friendless



Maloney Home for the Aged



Hillside Home



Pennsylvania Oral School



St. Joseph's Foundling Home

the city and valley. Directors: Dr. A. J. Connell, Hon. H. A. Knapp, Hon. J. Benjamin Dimmick, Rt. Rev. M. J. Hoban, J. M. Wainwright, M. D., and Mr. Frank Hagen. Miss Mildred Davis is superintendent.

THE MOSES TAYLOR HOSPITAL is a large and wealthy institution, founded and endowed by the Moses Taylor heirs of New York City. Under the provisions of its establishment the employes of the D., L. & W. Railroad Company, and their families, are entitled to free treatment. For all others a reasonable charge is made. It has 100 beds, and in 1911 cared for 1,185 patients, and administered, through its dispensary, to 2,178 more. The hospital maintains a very fine nurses' home and an excellent school. It has an endowment of about one million dollars. President, Moses Taylor; chief surgeon, J. M. Wainwright, M. D.; consulting surgeons, A. J. Connell, M. D., W. G. Fulton, M. D.; superintendent, Janet Gordon Grant.

---

## HOMES AND ASYLUMS



EARLY in the history of Scranton, provision was made for the care of the helpless and unfortunates, and to-day the city has a very complete system of organized public and private charities.

THE HOME FOR THE FRIENDLESS was organized in 1871, and for more than forty years this splendid institution has taken a leading part in caring for the homeless and friendless women and children. It is under the charge of a society of thirty prominent ladies of the city. The building is a large and handsome brick and stone structure, comparatively new, and built expressly for its purpose.

The Home receives some state aid, amounting last year to about \$8,000, but is supported principally by the charitable people of Scranton and vicinity.

The cash receipts for last year were about \$12,000, but aside from this income a large part of the support given the institution is in the form of donations of clothing, food and general supplies, which amount in value to several thousand dollars annually. The value of the property is \$125,000.

There are 120 inmates at present, and 76 were admitted during the year. The officers are: President, Mrs. E. H. Ripple; vice-president, Mrs. H. W. Kingsbury; chief manager, Mrs. S. S. Spruks; recording secretary, Mrs. E. S. Moffat; corresponding secretary, Mrs. L. R. Stelle; treasurer, Mrs. E. F. Chamberlain. Advisory committee: Hon. H. A. Knapp, Hon. J. Benj. Dimmick and Mr. E. B. Sturges.

THE MALONEY HOME, for the aged and indigent, was built by Mr. Martin Maloney, of Philadelphia, a former citizen of this city, and presented to the diocese of Scranton. It is devoted to the care of old people who are homeless and without means. The institution is under the immediate control of the Little Sisters of the Poor, and is supported entirely by the alms solicited by them. Under the fixed rule of their order, they are prohibited from accepting any endowment or large gifts. The building cost \$125,000, and is a substantial and attractive structure of brick. It is now caring for 125 old men and women.

THE ST. JOSEPH'S INFANT ASYLUM AND FOUNDLING HOME is administered by the Sisters of the Immaculate Heart of Mary. As its title indicates, it is devoted to the care of homeless and abandoned children. It receives none over six years of age. The property is valued at \$100,000, and the maintenance cost, which averages \$25,000 per year, is met largely

by private contributions. The state support extended to this institution amounts to about \$5,000 per year. There were 301 children received during the year. The average number of inmates is 150.

ST. PATRICK'S ORPHANAGE, on the West Side, cares for children from the ages of six years until such time as they are placed in homes or become self supporting. At present it has 170 children. The property is valued at \$50,000, and the maintenance charge is something over \$10,000 per year. Its state aid is about \$500 per year.

THE PENNSYLVANIA ORAL SCHOOL FOR THE DEAF is a state institution, established nearly thirty years ago, for the instruction of deaf children. It is quartered in handsome stone buildings along Electric avenue. There were 101 in the institution at the end of the last year. In addition to being taught the lip reading system, the children are instructed in the various useful domestic and industrial crafts, and educated in courses which include all English branches. The state appropriation averages \$27,500 per year, and the cost of maintenance is about \$30,000. The institution receives considerable assistance from local sources. It is governed by a board of eighteen directors, of whom the governor of the state appoints six. President, Hon. Alfred Hand; secretary and treasurer, Henry Belin, Jr.; principal, Miss Kate Fish.

THE HILLSIDE HOME is the official almshouse and insane asylum of the city. It is located at Clarks Summit, seven miles north of the city, and has been pronounced by competent critics to be one of the best equipped and administered institutions of this character in the country. The buildings, many of which are new, are commodious, and the appointments thoroughly modern. A large farm is maintained from which a considerable part of the food supply for the home is obtained.

The average number of inmates last year was 648, of whom 460 were insane patients and 188 paupers.

The average weekly cost per capita for care of inmates was about \$3.00. The total revenues of the poor district in 1911 were \$180,181. The value of the property of the district is \$875,340. The tax levy for 1911 was 6 mills, based upon the county valuation. The directors of the poor, of whom there are seven, are appointed by the president judge of Lackawanna county. They are: Willard Matthews, T. Owen Charles, T. J. Kelly, F. J. Dickert, Timothy Burke, Frederick Fuller, W. A. Paine, M. D. President, Willard Matthews; treasurer, R. A. Phillips; secretary, Chas. R. Acker; superintendent of Hillside Home, Geo. W. Beemer.

THE FLORENCE CRITTENTON MISSION is under the charge of an association of ladies of the city. The institution owns its own property, but depends for support upon the charity of the city, supplemented by about \$2,000 of state aid per year. It cares for from 25 to 30 young women. President, Mrs. J. L. Crawford; secretary, Miss Esther Rowlands; treasurer, Miss Annie R. Hannah.

THE HOUSE OF THE GOOD SHEPHERD is an institution devoted to the care and moral training of wayward girls and young women. It has been established many years. It cares for about 150 young women. It costs about \$25,000 to maintain it, and is aided by the state to the extent of from \$3,000 to \$4,000 per year. The property of the institution is worth \$100,000.

## THE CHURCH

GEORGE E. GUILD, D. D.



THE first chapter in the history of religious life in the city of Scranton was written seventy-five years and more before the community had municipal birth. Excepting the Indians, the earliest settlers in the Lackawanna and Wyoming valleys included a goodly number of those who appreciated the importance of religion in private and public life; of one of whom, noticeably, it is said "He was a good man." Charles Kingsley, in his great lecture "Westminster Abbey," says "The history and the freedom of America began neither with the war of Independence, nor with the sailing of the Pilgrim fathers, nor with the settlement of Virginia, but fifteen hundred years and more before." A New England author has written "That the religious, educational and social grade of any community is pre-figured in the first settlers." In this respect, Scranton started on high vantage ground by virtue of the religious character of the christian pioneer men and women who began things in the Lackawanna valley. As early as 1802, Providence, then known as Razorville, is credited on the Steward's Book as contributing to "pastoral support" in connection with the Wyoming circuit. In 1812, Rev. Elisha Bibbins, in the report of his work as pastor of Wyoming circuit, mentions the class meetings and house-to-house prayer services he conducted in Providence, now commonly spoken of as North Scranton. Rev. William Bishop, a Baptist, was the first minister of the gospel to make his permanent residence within what is now the boundary lines of the city of Scranton. He settled in Hyde Park in 1823, and for several years continued to hold regular services in the houses of the neighborhood, visit the sick, and to officiate at the burial of the dead. Beginning with 1822 and continuing for several years, Rev. Cyrus Gildersleeve, a Presbyterian minister of Princeton Theological Seminary, living in Wilkes-Barre, held regular weekly preaching services in the Scranton valley. Several years subsequently, a great impetus was given the religious life of the community by the advent of two small colonies of choice-spirited, brainy people from Connecticut and Rhode Island, and tradition, not so very ancient, reveals that on their first Sabbath in Slocum Hollow and Providence "they assembled for the worship of God." They brought their family religion with them. Those from Connecticut were Congregationalists, but in their new, primitive home they identified themselves with the Presbyterians, who already had their residence in the locality. A union society in Providence and vicinity erected the first church building in the city, in 1833. It was destroyed by a tornado in July, 1834, and subsequently the Providence Methodist Episcopal and Providence Presbyterian people erected separate buildings for themselves. The Providence Presbyterian church was organized in 1842, and the First Presbyterian church on Washington avenue, now located on Madison avenue, was constituted in 1846. St. Luke's Episcopal church, Wyoming avenue, was "legally" constituted in 1852, and in those formative years of the coal region, was, and likewise continues, an influential and potent factor in cherishing and developing the religious life and activity of the people.

With the opening of the Lackawanna railroad into the coal fields, and the erection of the Lackawanna Iron and Coal Company's mills, came Presbyterians from New Jersey, and Congregationalists and Baptists from Wales, and likewise, from various sections, a large contingency of Catholics, who were connected with the industrial development of the entire



CHURCHES



CHURCHES

valey. The Catholic denomination in Scranton has always been favored with the leadership of scholarly and devout, and withall sympathetic ecclesiastics. The church has been generous and alert in the effort to provide for the moral and religious well being of a large and industrious constituency. The first church of the Catholic faith in Scranton was constituted and equipped for organized, united effort in the year 1848. Their first church was Saint Vincent's, built on the site of the present Church of the Nativity, Nativity Place. Since Scranton in 1866 was made a city, hardly a year has passed that has not been marked by the organization of a new body of christians, and usually by the construction of a new edifice of worship, or the extensive remodeling of old and outgrown church buildings.

It goes without mere saying, Scranton is intensely commercial and industrial. Its educational system and facilities are par excellence, but it can with equal truth be said, that it is second to no city of its population as a churchly, religious center. Scranton is a city of churches, which silently, though eloquently, and in reserved pride, say to strangers "Walk about," "Go round about," "Count the towers," "Mark her bulwarks," "Consider her palaces." Within the geographical lines of Scranton there are one hundred and twenty-five distinct church organizations, and with few exceptions they all are housed in attractive and conveniently arranged granite, stone, brick and wood edifices. The able and influential ministry of these churches is actively and effectively supplemented by an ardent and cultured constituency of laywomen and laymen. Religiously, as well as commercially, Scranton is a city that keeps things moving, and it is a striking fact that the ministers and prominent men and women of the churches are unitedly and zealously identified with all the many charitable, philanthropic and humane endeavors which aim for the three-fold betterment of the people, viz: their spiritual, intellectual and physical well being. Such actualities make Scranton an inviting and desirable city for the family. There are fourteen churches of the Presbyterian faith in Scranton, having a membership of about 5,500, and properties valued at \$650,000. The Methodist Episcopal denomination has fifteen churches, with a membership of over 6,000. Their properties in Scranton are valued at \$542,500. The Baptist denomination is represented in the city by nine churches, with a membership of about 5,000, and properties estimated at \$300,000. The statistics of the Congregationalists of Scranton vary but little from the data of the Baptist church. There are three Episcopal churches in the city, and three mission chapels, with a baptized membership of 6,500 and properties valued at \$400,000. The First Church of Christ Scientist is also a zealous factor in the moral and religious life of this city. The membership of the Catholic church to-day is about 60,000. The total number of Catholic churches in Scranton is twenty-two, divided as follows: English speaking, eight; Greek, three; Polish, two; Italian, two; Syrian, two; Lithuanian, two; Slovak, one; Magyar, one; German, two. Special activities: St. Patrick's Orphanage, St. Joseph's Infant Asylum, Maloney Home for the Aged, House of the Good Shepherd, Women's Club and Young Men's Club.

Nearly all the denominations and sects of the Christian church are represented in the ecclesiastical, churchly life of the city. The gifts last year of the Scranton churches of one Protestant denomination fell but little short of \$100,000, and these figures form a fair idea of the giving to church benevolences and to church support, by organizations ecclesiastically affiliated with other denominations existing within the city.

Scranton is justly proud of her Young Men's Christian Association, Railroad Young Men's Christian Association and Young Women's Christian Association. In all respects they are easily up to similar associations in cities of the population of Scranton. They own splendid buildings that are centrally located and fully equipped for their work. Their up-to-date properties could hardly be replaced at the present time for half a million dollars. The

religious life of Scranton of to-day also includes the splendid work carried on all the year round by such organizations as the Bible Society, through which agency, a large number of Bibles, in all languages, are annually distributed throughout the valley; the Salvation Army; the Board of Associated Charities; Day Nursery; Florence Crittenton Mission; Home for the Friendless; St. Joseph's Foundling Home; noon-day preaching in shops and factories; circles of Kings Daughters; kindergarten work for children of foreign speaking families; West Side Consumptive Sanitarium.

Scranton's religious life of to-day is the inspirational product of two impressive facts:

First. It's an inheritance.

The Law Giver of Israel once upon a time warned the favored people of God "that when they should come into the land where they would have goodly cities, which they built not, and houses full of all good things, which they filled not, and wells digged which they digged not, vineyards which they planted not, they were to beware lest they forget the Lord which brought them forth." The present generation of Scranton enjoys a religious freedom and privilege, which by sacrifice and devotion were purchased by the generation of the first settlers. They came to the new country to till the soil, to mine coal, to make rails, and to open homes for themselves, but they also had "An eye to the glory of God, whom they loved and whom they served." Scranton's present day religious life is the assertive and informing expression of their every-day practical, experimental, Bible-reading christianity. Other men and women labored and their sons and daughters of to-day are entered into their labours. "One soweth and another reapeth." Scranton's religious life is historical. The to-day's religious life in Scranton is also the fruitage of the Scrantonians' characteristic energy of men and women who have been and are conscientiously and in faith grappling with the social, moral and religious problems of modern times. Zeal for a high and practical type of christianity at home, and world wide evangelization are the inspiring and prophetic insignia on the banner of the christian church of Scranton.

There are many reasons why people continue to come to Scranton to engage in business; to secure positions of clerical and manual service, and indeed to enjoy a retired life, and among these, much emphasis is to be placed upon the substantial and attractive religious influence and spirit which exists in, and animates the general life and activities of the community. Scranton, a city of homes, a city of schools, but best of all, a city of churches.

---

## CHRISTIAN ASSOCIATIONS



THE SCRANTON YOUNG MEN'S CHRISTIAN ASSOCIATION was organized in the year 1868. Its first home was at 425 Lackawanna avenue.

In 1876 the building was destroyed by fire, leaving the association entirely without assets. Rooms were furnished at once on the second and third floors at 430 Lackawanna avenue, nearly opposite its former location. That building was sold by the owners and the association moved to the Shopland building, below Matthews Brothers' drug store. At the end of the year better accommodations were secured in the Jermyn and Company's block on Wyoming avenue,

now a part of the Globe Warehouse. The work progressed there until it moved into its new building on Wyoming avenue, where the Poli Theatre now stands. In 1898 fire again destroyed the building with all its equipment and contents. The present building and



ASSOCIATION HOMES

equipment was then provided, and to-day the city possesses one of the finest Y. M. C. A. properties in the land.

The membership on February 29 was 1,700. Classes are organized in algebra, arithmetic, mechanical and architectural and sheet metal drawing, English, English for foreigners, Latin, Geometry, men's class in reading, writing, and arithmetic; mining, special mathematics, trigonometry, typewriting and stenography, penmanship, physics, show card lettering, employed boys' school. Attendance, educational classes, 12,619. Number of different men in extension schools, 329. Total attendance at extension schools, 3,252. Number of religious meetings held in building, 52. Total attendance, 6,476. Number of religious meetings outside of building, 65. Total attendance, 11,553. Total attendance of men at all meetings, 17,511. Number of men and boys who have used the building, 190,000. The building and ground are estimated to be worth \$320,000. Equipment, \$37,000.

Board of Trustees: Alfred Hand, C. D. Jones, J. A. Linen, W. A. May, E. B. Sturges, L. M. Horton. Board of Directors: J. H. Brooks, president; J. R. Thomas, vice-president; David Boies, secretary; R. E. Weeks, treasurer; H. C. Shafer, W. G. Parke, W. L. Hill, G. R. Clark, H. H. Brady, M. B. Fuller, E. M. Zehnder, W. M. Bunnell and W. J. Hand. General secretary, E. B. Buckalew; physical director, C. R. H. Jackson.

THE RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION occupies a handsome building of its own on Lackawanna avenue. This institution is maintained exclusively by the employes of the different steam and electric roads and the express companies of the city. It had 1,001 members March 6, 1912. The building and equipment is valued at \$35,000.

A. C. LaMonte, chairman; Geo. E. Bates, vice-chairman; H. E. Yost, treasurer; C. E. Eilenberger, recording secretary; W. H. Charles, general secretary.

THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION was organized in 1888, having for its purpose the improvement of the spiritual, intellectual, social and physical condition of all young women. Its property consists of the central building at Jefferson avenue and Linden street, value \$100,000; the Katherine Simpson home, 809 Linden street, for self-supporting young women, which has accommodations for 42, and is valued at \$35,000; Waldes Ruhe, Ariel, Pa., vacation home, open from June until September, and has accommodations for 20. Valued at \$1,500.

There is a central building open every day and evening, which has a cafeteria, noon rest, library and parlors open to all young women. For the use of members there is a gymnasium, baths, classes in Bible study, sewing, dressmaking, cookery, and classes in English branches and languages. Lectures, concerts, social evenings, outings and clubs are features of the work. Vesper service is held Sundays at 4:00 p. m. An extension secretary develops welfare work among working women. Junior work for girls under fifteen offers clubs and classes in gymnasium, sewing and cookery. A monthly publication entitled "Our Young Women" is issued. The Providence branch, at 224 Oak Street, accommodates six residents, and is a center for association activities in that neighborhood. The total membership of the association is 1,747.

President, Mrs. C. S. Weston; secretary, Mrs. C. B. Derman; treasurer, Mrs. H. J. Hall, general secretary, Miss Lida S. Penfield.



Board of Trade—Assembly Room

INTERIOR VIEW BOARD OF TRADE ASSEMBLY ROOM

This beautiful hall is suitable for small conventions, and can be secured for a nominal rental.

## A CONVENTION CITY



SCRANTON is admirably equipped to accommodate convention gatherings. There are excellent hotels where high class service is furnished at reasonable rates. Two of these, the Casey and the Jermyn, are shown on page 10. The Jermyn is American plan, with rates of \$3.00 per day, up. Its capacity is four hundred. The Casey is conducted on the European plan, with rates of \$1.50 per day, up. Capacity, five hundred. Both of these hotels maintain beautiful grills apart from their main dining rooms.

There are numerous smaller hotels where excellent value is given for the rates charged.

Several large halls and theatres are available for convention use. The Lyceum theatre, on Penn avenue, will comfortably accommodate twelve hundred. Town Hall, on Adams avenue, one-half block from Court House Square, will take care of three thousand. For very large gatherings the Thirteenth Regiment Army, at Adams avenue and Myrtle street, can be obtained. This is an immense auditorium covering more than 40,000 square feet on one floor, and capable of housing eight to ten thousand persons. The Board of Trade assembly room, on the eighth floor of the Board of Trade building, is a beautiful hall where small conventions can be accommodated. Arrangements can be made for its use for a nominal rental. A view of this hall appears on another page.

The exceptionally good railroad facilities make the city convenient to all sections of the country. The points of interest to convention visitors are mentioned elsewhere.

Any special information requested by convention committees, will be furnished at once upon application to the Scranton Board of Trade.

---

## POINTS OF INTEREST TO VISITORS



NO CITY in the United States surpasses Scranton in the variety of entertainment offered to visitors. The surrounding country is peculiarly attractive to strangers accustomed to the level monotonous landscape which prevails in so large a portion of the country. Rugged hills hedge in the valley on the East and West sides, and a ride of a few minutes by trolley or auto takes one from the city streets into a mountainous country with elevations of 1,500 to 2,000 feet above sea level. There are many beautiful nearby resorts which are convenient to the city, and may be reached in a ride of ten minutes to one hour on the numerous electric roads which radiate in all directions. There are excellent roads for automobiles into the country, both east and west of the city.

To those more seriously inclined the city offers a wide range of subjects worthy of their attention. Here are the greatest anthracite coal mines in the world, from which millions of tons of this precious mineral fuel are being taken every year.

There are great factories given over to the production of an infinite variety of articles. One may visit a plant where they are making three million composition buttons a day, two-thirds of all produced in the United States. You can see the throwing and weaving of silk:



THIRTEENTH REGIMENT, N. G. P. ARMORY

plants where lace curtains and embroidery are made by the mile; stamping out bolts, nuts and horseshoes; making stoves, engines, pianos, whetstones, and rugs.

Tiring of manufacturing plants, there are other points of interest. Here is a great institution devoted to instruction by correspondence. This establishment has hundreds of courses in which it is teaching a great army of students. On October 1, 1911, it had 1,411,000 on the rolls, and employed 4,200 persons. The largest educational establishment on the globe.

There are many public institutions for the alleviation of distress and suffering, whose methods and administrative features are interesting to the humanitarian. One great state institution is instructing hundreds of deaf and dumb children lip reading and talking by the oral method. Another is demonstrating the modern and scientific means of caring for the criminal insane.

Both the Y. M. C. A. and the Y. W. C. A. have magnificent homes here, where young men and women, strangers in the city, are welcomed and cared for. Societies and organizations of all characters are strongly represented, and a fraternal greeting awaits the sojourner from any quarter.

If the visitor desires outdoor recreation, there are many beautiful spots in and near the city worth visiting.

#### LOCAL RESORTS

Nay Aug Park is the principal public park of the city. It lies in the hills on the East side, and is equipped with rest houses, band stand, pavilions, a fine swimming lake (Lake Lincoln) and bath houses. There are also animal houses, a coal mine, and the Everhart Museum of Natural History, which contains one of the finest collections of preserved birds and reptiles in the United States. In it is housed the famous Hollister collection of Indian relics. The Everhart Museum was the gift of the late Dr. Isaiah F. Everhart, who built and endowed it for the city of Scranton.

Luna Park, as its name suggests, is copied after similar resorts in the neighborhood of the large cities. It is reached by the lines of the street railway company and the Laurel Line in a ride of a few minutes, and adjoins Nay Aug Park on the East side of the city.

Rocky Glen is on the Laurel Line, four miles south of the city. Here, in addition to the usual summer picnic attractions, may be had good boating, fishing and bathing. Round trip, including admission to park, twenty-five cents.

Lake Winola, a beautiful mountain lake resort, lies eighteen miles north of the city. It affords good fishing and unsurpassed fresh water bathing. Several hundred Scrantonians have summer homes there, and two good hotels afford excellent accommodations. These are the Winola House and the Clifton. It is reached by the Northern Electric line in a one hour's run through most delightful country scenes. Round trip fare, seventy-five cents.

Moosic Lake, twelve miles east of the city, lies at an elevation of 2,000 feet above sea level, or 1,300 feet above the central city. This route is called the "Gateway to the Clouds." It is a lake of remarkably clear water, and affords a cool and refreshing retreat on the hottest days of summer. Here also may be had exceptionally good bathing and fishing. A picnic ground is located on the banks of the lake, capable of entertaining large parties. Round trip fare, via Scranton railway company line, forty-five cents.

Lake Ariel, twenty-two miles north of the city, on the Erie, is a large lake frequented principally by permanent summer cottagers, but offering a profitable day's outing to strangers on fishing bent.



SCRANTON CLUB. COUNTRY CLUB.



MORE CLUB HOUSES



RESIDENCES



Chas. Schlager



C. S. Woolworth



C. S. Woolworth



Gen. B. Jernyn

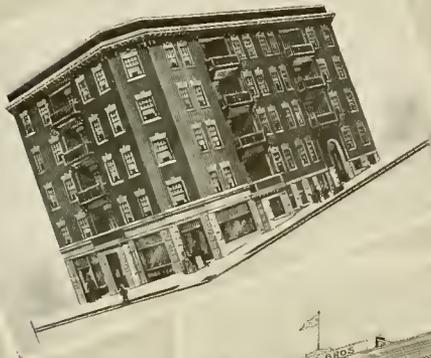


T. H. Watkins



Mrs. R. J. Bennell

RESIDENCES



APARTMENT AND MERCANTILE HOUSES

# SCRANTON PUBLIC LIBRARY

ALBRIGHT MEMORIAL BUILDING

MR. HENRY J. CARR

The history of this library may be justly said to date from November, 1889, when a special committee of the Board of Trade was appointed to raise a citizens' subscription of \$25,000 for starting a free public library. When that came to the attention of Mr. John Joseph Albright (a former resident), he decided to make a public gift to the city of Scranton, as a memorial to his parents, Joseph J. and Elizabeth Albright, in the form of a library structure to be erected on the very centrally located and valuable site of the Albright homestead at the intersection of Washington avenue and Vine street. Other heirs joined in the donation of the site, but the building was to be his personal gift.

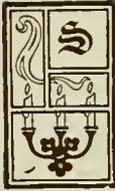
City Councils, by an ordinance approved April 5, 1890, accepted the proffer, and provided for management and control of the building and library by a board of sixteen trustees, selected and appointed in accordance with the deed of gift. The building was begun in 1891 and carried to completion in 1893, at a final cost of \$125,000, a sum considerably in excess of the first proposed outlay. Avails of the citizens' subscription fund, which realized some more than \$25,000, were applied in purchase of the first stock of books for the library and payment of preparatory expenses. As a result, when the building was completed, and with its contents finally delivered to the city with dedicatory exercises, May 25, 1893, the library was able to open with 17,000 volumes on its shelves, fully cataloged and ready for public use.

The library is supported by city appropriations only; and it has received such annually, in varying sums, since 1892. Those for the present year amounted to \$18,300, which serve for the maintenance of the building, the main library, and its four branches in outlying wards of the city, and necessary provision for replacements and growth of the library in books and other printed matter, etc.

At this date (November, 1911) the Scranton Public Library possesses 68,000 bound volumes, together with pamphlets, maps and other unbound items, to the number of nearly 8,000 more. It is notably strong in respect to its collection for reference purposes, which includes some over 20,000 volumes; of that number, 6,300 are of bound periodicals, and 9,500 of public documents, United States and State. In the circulating departments, kept well balanced in works of all the various classes of literature, much attention has been given to providing books relating to the sciences and applied arts; and also to an ample collection, carefully selected, which constitutes its Young People's Library. The number of registered borrowers' cards in force (each for a two-year term) is nearly 11,000; and the annual issues of books for home reading approximate 130,000 volumes.

Continuity upon the part of the officers and governing board of trustees has been no small factor in the successful development and progress of the library. Except by occasional deaths and the removal of some others from the city, vacancies on the board have seldom occurred; and four of the original sixteen trustees are still acting in that capacity, including the president, Hon. Alfred Hand; vice-president, Hon. Thomas H. Dale; and treasurer, Mr. Henry Belin, Jr. Mr. Henry J. Carr, also, has been librarian (and secretary of the board) from 1891 to the present time.

## THE THIRTEENTH REGIMENT



SCRANTON, as such, was not of sufficient size and importance in the days of the Civil War to be able to send out organizations whose ranks were entirely recruited within the city limits. Since then, however, with the city's growth, it became possible to organize, in the late seventies, a battalion of infantry, known as the Scranton City Guards. This battalion of four companies, A, B, C and D, Major Henry M. Boies, commanding, was made up of the very flower of the city's male population. The battalion, as such, however was short lived, and in less than two years had evolved into a regimental organization, with headquarters in Scranton. The regiment so brought into being on the 10th day of October, 1878, was styled the 13th Regiment of the National Guard of Pennsylvania. As the military representative of this city, this regiment has borne well the burdens assigned to it, and at all times has reflected credit upon its city, state and country. It has had as colonels, in the order here given: Henry M. Boies, Frederick L. Hitchcock, Ezra H. Ripple, Henry A. Coursen, Louis A. Watres, and the present incumbent, Frederick W. Stillwell, all men who have been prominent in Scranton's foremost achievements, and who have left behind them records as regimental commanders, that makes for the regiment a history second to none among state organizations of a similar character in the entire country. The regiment when organized consisted of eight companies, of which five were located in Scranton, and one each in Honesdale, Carbondale and the town of Susquehanna.

To-day Scranton possesses eight companies within the city limits, all housed in one armory. This armory, the largest in the state of Pennsylvania, covers in length one city block and has a frontage of 170 feet. In construction the building is of brick with gray stone facings, and is distinctively one of the show places of the city.

In the year 1898, the policy of the state of Pennsylvania to send out its guard intact to the Spanish American war, thus preserving the regimental units, allowed the Thirteenth to volunteer as such, which it did on May 12, 1898, serving as a Pennsylvania volunteer infantry regiment until its muster out on March 11, 1899. For efficiency, the regiment has been repeatedly commended by the officers of the United States army who have been detailed for service with it. In numbers it has a maximum strength of forty-four officers and six hundred and fifty men. Drills and schools of instruction are held in the armory during the winter months and a camp of instruction and maneuver for both officers and men during the summer of each year. In the matter of equipment, as a first line organization, the Thirteenth need only receive the necessary orders for service in the field to go forth fully prepared for whatever conditions might arise.

---

### AUTOMOBILISTS

A ride over the mountains into Scranton is a never-to-be-forgotten treat for automobilists. There are many miles of excellent state roads and other modern highways leading into the city from both sides of the Lackawanna valley. The Scranton Automobile Association has been very active in improving the roads in these sections.

Very good country hotels are conveniently located for touring parties, and the meals served at some of these are famous for their excellence. The delights of a spin through mountain scenes at an elevation ranging up to 2,200 feet are especially appreciated by those living along the lower levels of the seaboard. Superior hotel accommodations and all garage conveniences await the tourists on their arrival in the city.

## THE METROPOLITAN DISTRICT OF SCRANTON

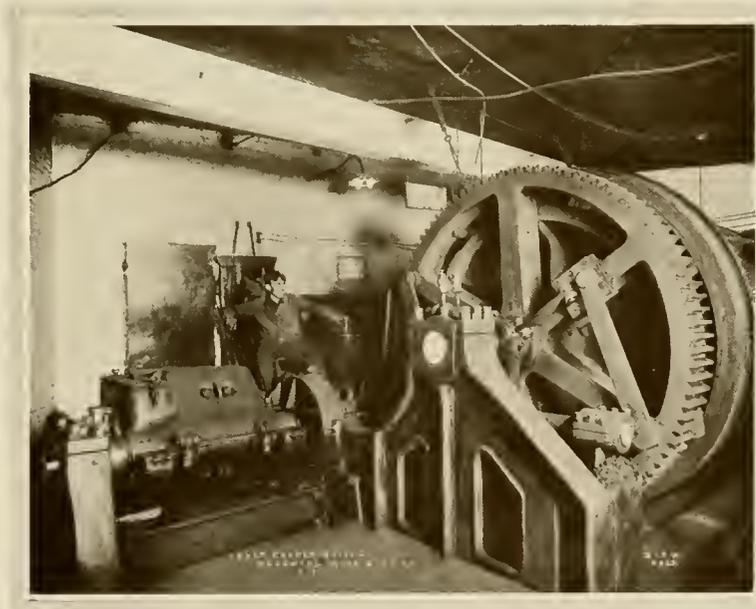
Within ten miles from the spot where the views on the following page were taken, 314,538 people have their homes (census office bulletin March 7, 1912). This "Metropolitan District," a census office term meaning in and within ten miles of the city, exceeds the population of the metropolitan districts of Louisville, Fall River, Lowell, Rochester, Seattle, Indianapolis, New Haven, Worcester, Columbus, Denver, Portland, Birmingham, Atlanta, Omaha, Syracuse, Toledo, Memphis, Richmond, Bridgeport, Dayton, Nashville, Grand Rapids or Spokane.

The city of Scranton ranks thirty-ninth in the United States, but the "Metropolitan District" of Scranton ranks twenty-first. These are significant figures to the merchant and manufacturer, as they imply consumption and labor.

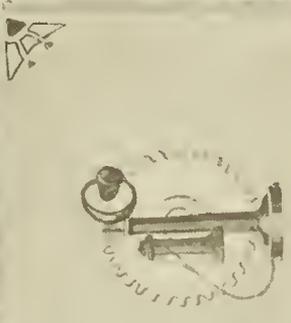
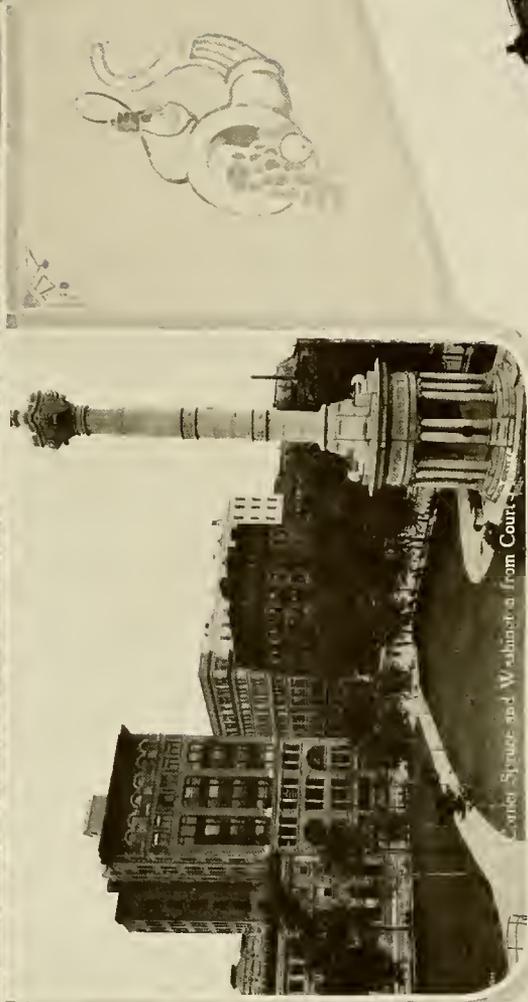
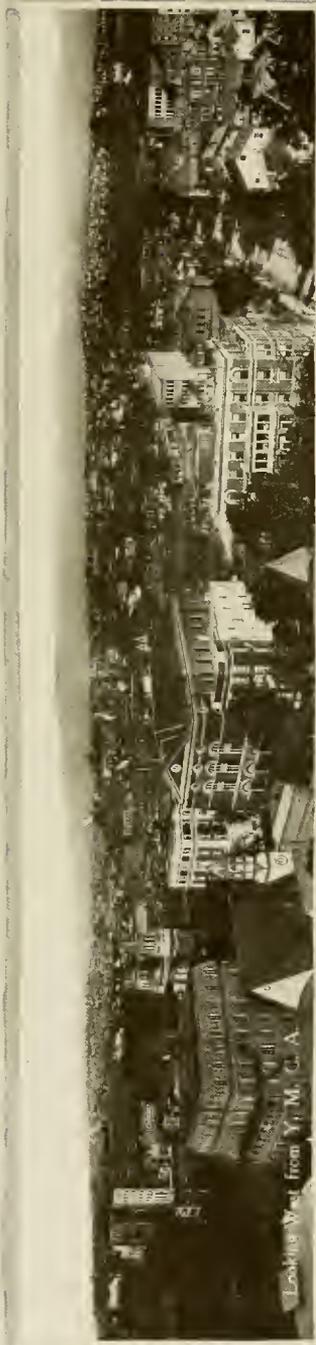
---

### AS A PLACE TO LIVE

Scranton is a city of homes and its citizens in a very large proportion are home owners. It possesses all of the qualifications of a desirable place of residence. It is more healthy than the average city. It is one of the best lighted cities in the country and its water supply is ample and pure. It is a city of churches and a high public and private morality is sustained. There is a fine library with five sub-stations. It has good theatres, fine clubs and beautiful hotels. It is only three and one-quarter hours from New York, four and one-half hours from Philadelphia, eight hours from Boston or Washington, and twelve hours from Pittsburgh. Its railroad facilities are unsurpassed. Due to the fact that so large a proportion of its people are engaged in a steady occupation, this city does not suffer the serious depressions which at times affect those cities which are given over wholly to manufacturing interests. In Scranton are exceptional opportunities for every person to live, to work and to succeed.



Electric Hoist in Anthracite Coal Mine, 700 feet underground



**VIEWS FROM ABOVE**

The Metropolitan District of Scranton (10 mile radius) has a population of 314,538. (U. S. Census Bulletin, March 7, 1912.)

# The Scranton Railway Company

---

---

IN TEN YEARS ITS PASSENGER  
TRAFFIC HAS INCREASED FROM  
10,500,000 to 24,000,000 PASSENGERS

---

---



IN OTHER Days the visitor said: "Show me your newspapers and I will tell you what you are." To-day the visitor looks at the modes of transportation of a community, and upon that evidence renders his verdict.

The development, the stretch out, the success and the progress of a city now depends largely upon the methods of transportation. This age is so fast, and life is so strenuous, that busy people have no time to walk. Men and women are in a hurry to get to and from their homes, their labors and their amusements, consequently very much of the progress of a community depends upon the street railway.

Nothing in this city of push and action has grown, spread out and met the demands of the people like the street railway system, an enterprise that has expended millions of dollars within recent years to spread the city and bring the valley and its people into closer communication. In 1900 the Scranton Railway Company transported ten and one-half million passengers. Last year it carried nearly twenty-five million—one-fourth the population of the United States.

There is considerable pride in knowing, and in being able to say, and in position to tell other communities that the Scranton Railway Company, and its staff of employes, last year carried and cared for this enormous number of persons, and did not have one fatal accident.

The number of passengers the street railway system carries, the expeditious methods of transportation, and the care exercised, combine in themselves an element that shows the spirit, the goaheadativeness, and the wonderful development of this city and valley.

Note this fact—for it is important to illustrate and fix correctly in one's mind—that the street railway passenger traffic increased in ten years from ten million to twenty-four million fares. Note also the fact that the city of Scranton was the first city in the world in which street cars were successfully operated by electricity.

Visitors to the city will find a ride over the lines of this company to beautiful Moosie Lake, twelve miles distant, a most delightful outing. It is reached in a run of fifty-four minutes from the central city, and is a cool and delightful spot on the hottest days of summer. The altitude of the lake is two thousand feet above sea level, or thirteen hundred feet above Lackawanna avenue. This route is called the "Gateway to the Clouds." Round trip fare from Central City is forty-five cents.

# KRAMER BROS. Fashioned Clothes



Are made from specially loomed fabrics into models which echo the true ideas of America's most accomplished custom tailors at modest prices. We solicit your patronage.

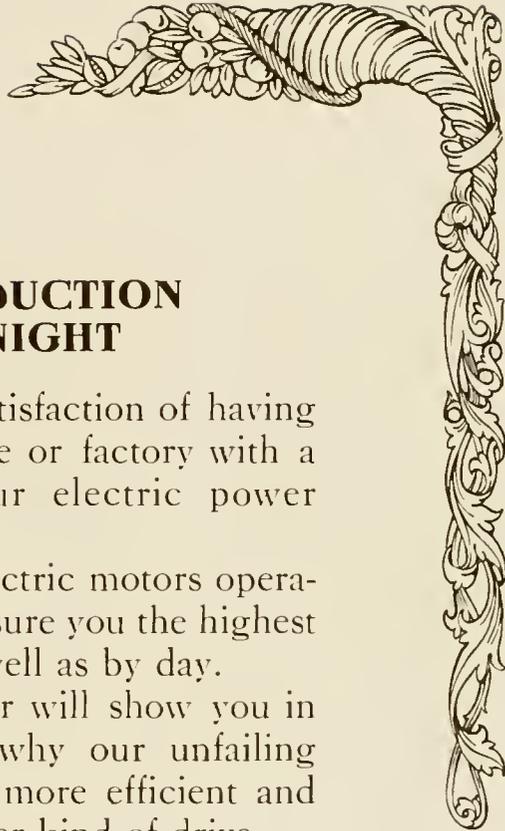
KRAMER BROS., 325 Lackawanna Ave.

## LYCEUM THEATRE

SCRANTON, PENN'A.

Reis Circuit, - Owner and Manager.  
T. M. Gibbons, - Resident Manager.

Scranton's favorite amusement resort. Presenting first class attractions only. Endeavoring at all times to cater to the best people of the Electric City and to maintain its well known reputation of being the one first class theatre of the Keystone State outside of Philadelphia and Pittsburg.



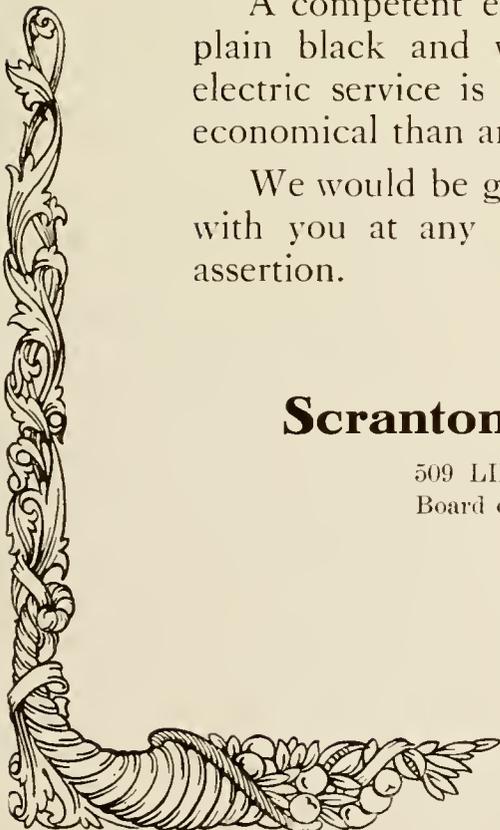
## **EQUAL PRODUCTION DAY OR NIGHT**

Why not enjoy the satisfaction of having a splendidly lighted store or factory with a reliable twenty-four hour electric power service ?

Electric light and electric motors operated by our service will assure you the highest production by night as well as by day.

A competent engineer will show you in plain black and white why our unfailing electric service is vastly more efficient and economical than any other kind of drive.

We would be glad to take this matter up with you at any time to prove the above assertion.



---

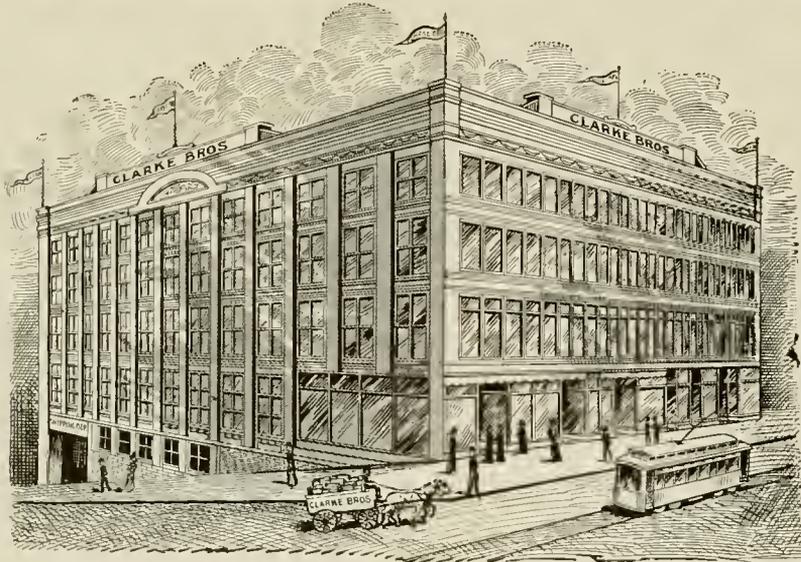
## **Scranton Electric Co.**

509 LINDEN STREET  
Board of Trade building

Both Phones 2000

*Clarke Bros*

*Clarke Bros*



Scranton's  
Greatest  
Department  
Store

Largest Grocery Store  
in Pennsylvania.

Spot Cash; one Price  
only.

"Satisfaction or your money  
back, for any reason or  
no reason."

SCRANTON'S GREAT PROFIT-SHARING STORES

**A DISTINGUISHED RECORD**

**D**URING A Period of forty-four years,  
the Scranton Savings Bank has been  
and is still the Depositary of many hundreds  
of business houses, firms and individuals of  
the highest reputation.

This distinction has been well earned,  
and we aim to maintain our record for Safe  
and Conservative Banking. Your account  
is invited.

**SCRANTON SAVINGS BANK**

120, 122 WYOMING AVE.

Established 1867

SCRANTON, PA.

**Widely Distributed  
in Easy Times**

are the quick assets of the **Third National Bank of Scranton, Pa.**, and they quickly turn into cash during financial storms when generous and cheerful assistance is always given. Its position is pre-eminent. Its policy is the best.

ORGANIZED 1872

CAPITAL \$200,000

SURPLUS (earned) \$1,000,000

Designated Depository of the United States

WM. H. PECK, *President*  
J. L. CONNELL, *Vice President*  
B. B. HICKS, *Cashier*

**DIRECTORS :**

GEO. H. CATLIN  
J. L. CONNELL

CHAS. R. CONNELL  
LUTHER KELLER  
W. A. MAY

WM. H. PECK  
CHARLES F. CONN

**LION SHIRTS. LION COLLARS.**



**PIERCE &  
SCOTT**

425 & 427 SPRUCE ST.

**YOUNG  
MEN'S  
STORE**

**STEIN-BLOCK SMART CLOTHES**



## Cleanest Bakery in America

"SEEING IS BELIEVING"

# FIRST NATIONAL BANK

Scranton  
Pennsylvania

Largest  
National Bank  
IN  
Northeastern  
Pennsylvania

|                     |   |                |
|---------------------|---|----------------|
| Capital             | . | \$1,000,000.00 |
| Surplus and Profits | . | 1,865,769.53   |
| Resources           | . | 14,000,000.00  |

## OFFICERS

|                |   |   |   |                   |
|----------------|---|---|---|-------------------|
| J. A. LINEN,   | . | . | . | President         |
| G. L. DICKSON, | . | . | . | Vice-President    |
| C. S. WESTON,  | . | . | . | 2d Vice-President |
| ISAAC POST,    | . | . | . | Cashier           |
| A. G. IVES,    | . | . | . | Asst. Cashier     |
| ALFRED T. HUNT | . | . | . | Asst. Cashier     |

Collections Efficiently Handled

# SCRANTON LIFE INSURANCE COMPANY

---

---

JAMES S. McANULTY, *President*

A. J. CONNELL, M. D., *Vice-President and Medical Director*

GEORGE G. LINDSAY, M. D., *Assistant Medical Director*

WILLIAM E. NAPIER, *Secretary*

MADISON F. LARKIN, *Treasurer*

G. W. SWAIN, *Assistant Secretary*

JOSEPH F. LAVIS, *Assistant Treasurer*



## DIRECTORS:

JAMES S. McANULTY, HON. WILLIAM L. CONNELL, THOMAS J. FOSTER,

C. LARUE MUNSON, SETH T. McCORMICK, A. J. CONNELL, M. D.,

RUFUS J. FOSTER, MADISON F. LARKIN, JOHN B. FASSETT,

J. K. GRIFFITH, MORTIMER B. FULLER, HON.

FREDERIC W. FLEITZ, F. W. WOLLERTON

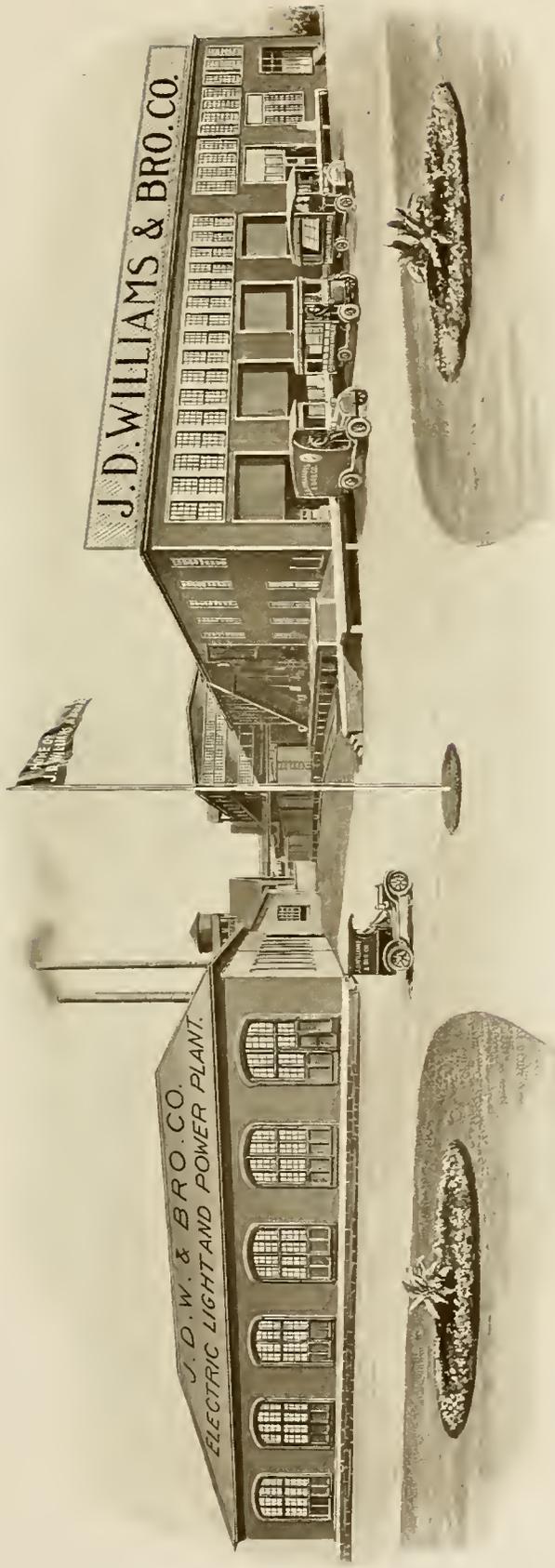
Chas. E. Boothby, *Agency Director, Scranton District*

---

ASSETS, \$1,100,404.31

---

INSURANCE IN FORCE, OVER \$18,000,000.00



THE HOME OF

# J. D. WILLIAMS & BRO. COMPANY

---

OUR MOTTO

“CANDY OF RARE EXCELLENCE”

**"Should auld acquaintance be forgot  
And never brought to min'?  
Should auld acquaintance be forgot  
And days o' Auld Lang Syne?"**



**"THE MOST WELCOME SIGHT IN THE WORLD"**

A Scranton lady who had spent the summer traveling abroad made this statement the other day: "We had seen the Continent and 'Gay Paree,' but in London the sight of one of 'Woolworth's Stores' almost took our breath away—it seemed so much like home. It was 'The Most Welcome Sight in the World.'" Shopping for thirty years in Scranton at C. S. Woolworth's Store makes us old friends indeed.



Visit our second floor department when looking for a Wedding or Holiday Gift where we carry a complete line of:

Fancy China, Cut Glass and Dinner Sets, High Grade Enamelware and Kitchen Furnishings, also Dolls, Toys, Games, Wagons and Velocipedes.

**C. S. WOOLWORTH, 319 Lackawanna Avenue**



## Williams & McAnulty's

WAS ONE OF SCRANTON'S MOST  
INTERESTING STORES 33 YEARS  
AGO — IT'S THE SAME TO-DAY.

Furniture, Carpets, Rugs, Linoleums  
Lace Curtains, Draperies, Wall-  
Paper, Window Shades and  
all Related Lines.

## Williams & McAnulty

129 Wyoming Avenue, Scranton, Pa.

BRANCHES AT

18 South Main Street  
WILKES-BARRE

60 North Main Street  
PITTSBURGH

# THE SCRANTON SUPPLY AND MACHINERY CO.

### **Machinery, Tools, Supplies,**

For Mines, Mills, Railroads, Machine  
Shops, Foundries, Contractors, Steam  
Fitters, Wood Workers, etc.

Office and Salesroom . . . . . 131 Wyoming Avenue  
Warehouses . . . . . 638, 640 and 642 Wyoming Avenue

SCRANTON, PA.

Cable Address—"Coalking"

Established 1884

Send for copy of our general catalog

Being one of the largest and best-stocked stores of its kind in America, China Hall forcefully demonstrates Scranton's aggressiveness.

**China, Cut Glass, Table Silver, Brassware, Pottery, Etc.**



This view shows only a portion of our Store

“Walk in and look around”

**Geo. V. Millar & Company**

213-215 Washington Avenue

**A**S far as our store is better than others—better in its service, in its organization, in its merchandise—just so far do we hold ourselves under greater obligations to serve men, young men and boys with the things they wear.

It is through usefulness of a higher order, that we shall always strive to benefit you, ever mindful of store service that really serves, which is the only standard of business we recognize.

*Santer Bros Co*

SCRANTON, PA.

Outfitters Extraordinary of Men and Boys

# A Mighty Industry

**“The Institution that has made Scranton Famous”**

**Assets, \$11,281,000—Annual Pay-Roll, \$660,000**

**I**T means much to a community of a hundred odd thousand souls to have in its midst a great industry. The I. C. S. is a great industry. It has caused the investment in Scranton in buildings and machinery of well over a million dollars. Three buildings are occupied in Scranton with a total floor space of seven acres.

Month after month without fail the I. C. S. pours into the channels of Scranton trade a sum aggregating \$660,000 a year.

The I. C. S. is a town in itself; 1,456 people—more than one per cent. of the total population of Scranton, pass daily in and out of the portals of the I. C. S.

The support which the I. C. S. gives to railroads and express companies in Scranton averages \$5,000 a month or \$60,000 a year.

Without the I. C. S. the Scranton Post Office would be one-third smaller than it is. In 20 years this institution has paid the Post Office Department of the United States Government over a million dollars—\$1,358,631.02. In 1892 the I. C. S. postage bill was \$1,043. In 1910 it was \$118,574.99, or 31 per cent. of the total receipt of the Post Office of a city of over 129,000 population. In 1911 it will reach over

\$140,000. The average daily postage is \$525.

In return for this large sum the Scranton Post Office handles for the I. C. S. 32,000 pieces of mail in and out daily. At London the amount is from 5,000 to 10,000 a day.

It takes the work of hundreds of printers to prepare the out-going printed matter. Five and a half tons of paper are printed

daily in the I. C. S. Printing Department—133,000 sheets of textbook pages and other literature. Each day the Bindery uses the hides of 27 heads of cattle and 20 goats for the corners and backs of I. C. S. textbooks, and



I. C. S. OUTGOING MAIL

turns out one thousand completed books, averaging 500 pages each.

The securities of the companies behind the I. C. S. are recognized as among the soundest and most desirable investment stocks in this country. For 20 years dividends averaging 10 per cent. have been paid by the International Textbook Company, whose issued capital is \$6,000,000, and whose gross assets run some \$5,000,000 more—a total of over \$11,250,000. Including both the International Textbook Company, and the International Educational Publishing Company through which the foreign work of the I. C. S. is carried on, over 15,000 stockholders look to the city of

Scranton for a return on their investment.

For 20 years the gross receipt of the International Textbook Company have been about \$50,000,000, and the dividends over \$6,000,000. In addition, the stockholders have profited by the steady rise in the market value of their stock from par to about \$150. A large proportion of these profits have gone to Scrantonians.

It is the repetition of the name of Scranton that makes Scranton famous.

Scranton is advertised through I. C. S. magazine advertisements. Through the annual investment of \$150,000, 13,250,000 subscribers are reached by advertisements which mention Scranton in daily, weekly and monthly publications. Counting only three readers to a publication, Scranton is placed before magazine readers over 40,000,000 times a month; including weeklies and dailies the I. C. S. places Scranton before an army of readers, as it is estimated, 750,000,000 times a year.

The name of Scranton appears on 2,000,000 I. C. S. circulars a month, or 24,000,000 a year, distributed in all parts of the United States and Canada.

Through these circulars and advertisements Scranton exercises an untold worldwide influence of uplift. Every announcement is an exhortation to the reader to better himself and his condition. Out from Scranton each year go over 200,000,000 appeals designed to create a better education, more efficient and stronger citizenship.

The \$11,281,000 of assets of the International Textbook Company gives Scranton a single institution with a larger endowment of assets than all the colleges, univer-

sities and technical schools in any one of 34 states out of the 46 states in the Union. Many a great city would like to be the home of such an institution.

As the home of the I. C. S., Scranton has become the center of a work of inspiration and social uplift of far reaching importance. In addition to the purely educational work of the I. C. S., half a million special letters of encouragement and inspiration go forth annually from Scranton to cheer, uplift and encourage the student of great ambition and small determination. Through the I. C. S. a tremendous character-building work is carried on. In numberless instances by keeping men at home, off the streets, out of the pool room and saloons, and away from bad associates, the

I. C. S. has made thrifty, efficient citizens out of thieves, drunkards and other sorts of worthless characters.

In Scranton itself the educational force represented in the 1456 employes of the I. C. S. is a power-

ful uplifting influence for the good of the city. Through the I. C. S. there has been gathered together in Scranton a colony of culture and education. This includes many well known book and magazine writers. Not a week passes that Scranton is not represented in prominent publications through the pens of I. C. S. men. Nearly all of the 50 textbook writers, 27 principals and 16 assistant principals write more or less frequently for technical and trade journals or for the popular magazines. In addition a corps of 350 instructors has been gathered together whose energies and influences are naturally directed into educational channels. The existence of a body of nearly 450 persons engaged in educational work has a great social-uplift influence in Scranton.



THE GREAT INSTRUCTION ROOM

SCRANTON AND THE DIME BANK HAVE  
KEPT ABREAST IN THEIR UP-GROWING

The splendid growth of each has been the result of the aggressiveness which spells success.

The business men of Scranton and surrounding territory have manifested their appreciation of the service rendered by this bank by their unstinted patronage. May the service merit a continuance.

No account is too small or too large to be handled at this institution to the complete satisfaction of an exacting depositor.

THE DIME DEPOSIT & DISCOUNT BANK

Corner Wyoming Avenue & Spruce Street, Scranton.

BROOKS & COMPANY  
BANKERS

Members New York Stock Exchange

INVESTMENT SECURITIES

SPECIALISTS IN NORTHEASTERN PENNSYLVANIA SECURITIES

WILKES-BARRE, PA.

SCRANTON, PA.



**PRICE & HOWARTH  
WHOLESALE AND RETAIL LUMBER**

Entire 1000 Block N. Washington Ave.

SCRANTON, PA.



A Laundry and Delivery Service that have won  
a far-reaching reputation.

**LACKAWANNA "The" LAUNDRY**

# UNION NATIONAL BANK

SCRANTON, PA.

CAPITAL . . . \$500,000

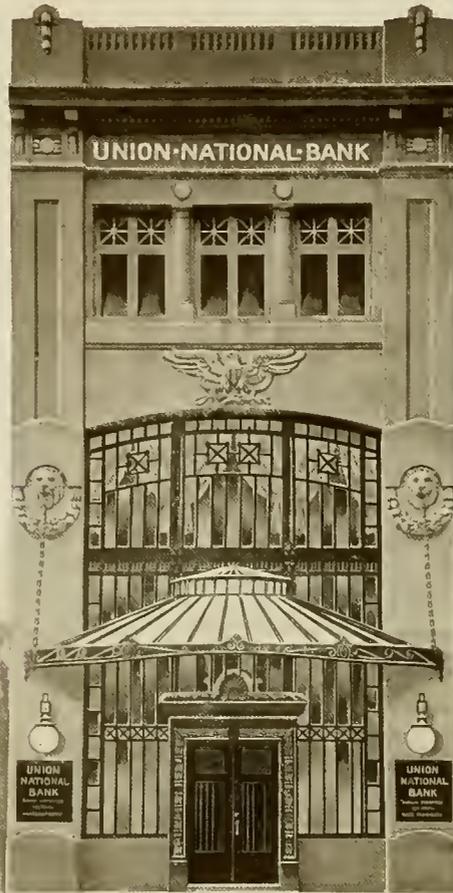
## OFFICERS

W. L. CONNELL  
President

F. W. WOLLERTON  
Vice-President

D. W. MEARS, M. D.  
Vice-President

WM. W. McCULLOCH  
Cashier



## DIRECTORS

Valentine Bliss  
Charles Connell  
W. L. Connell  
W. J. Davis  
T. J. Foster  
Arthur Long  
W. L. Matthews  
M. J. Martin  
D. W. Mears, M. D.  
B. B. Megargee  
M. O'Connor  
W. G. Robertson  
Benj. H. Throop  
H. C. Wallace  
F. W. Wollerton

Union National Bank of Scranton  
420 Lackawanna Avenue

This bank is equipped for the intelligent and expeditious handling of all banking transactions, and is supervised by business men whose intimate relations with the commercial and financial world enable them to keep informed on current affairs.

We cordially invite business and savings accounts, whether large or small, and assure our customers of every courtesy and proper accommodation.

---

---

Manufacturers of the Van Dyke  
and Keller Brothers

**PIANOS**  
AND  
**PLAYER PIANOS**

---

---



SUPERIOR in Tone, Touch, Action,  
Durability, and every requisite that goes  
to make up an artistic Instrument. Sold  
locally direct from the Factory.

FACTORY AND WAREROOMS:

1043-1051 Capouse Ave., SCRANTON, PA.

---

---

Supplies for Contractors, Railroads, Machinists,  
Wagonmakers, Blacksmiths



Mine and Mill Equipment,  
Iron and Steel

FLOOR SPACE  
64,640 SQ. FEET.

**The Bittenbender Co.**

7 126 TO 132  
FRANKLIN AVE.

# County Savings Bank

ORGANIZED 1871

COURT HOUSE SQUARE

SCRANTON, PENN'A.

LOUIS A. WATRES  
PRESIDENT

ARTHUR H. CHRISTY  
CASHIER

O. S. JOHNSON  
EVERETT WARREN  
VICE-PRESIDENTS

WALLACE M. RUTH  
ASST. CASHIER

## DIRECTORS

EVERETT WARREN

FREDERICK J. PLATT

O. S. JOHNSON

JOSEPH O'BRIEN

E. M. RINE

A. F. LAW

L. A. WATRES

MICHAEL BOSAK

WORTHINGTON SCRANTON

E. P. KINGSBURY



## Our Guaranteed $4\frac{1}{2}\%$ First Mortgage Certificates

Enable a busy business man to invest in first mortgages without being bothered with such necessary details as watching the taxes, fire insurance, interest, change of values, etc. We assume all risks and attend to every care.

**No investor in First Mortgage Certificates ever lost a dollar.**

An Ideal Bank for  
Business Men

is this centrally located institution.  
Conservative, consistent, careful  
—and above all, obliging.

Mortgage Loans for  
Savings Depositors

This is a feature of our service that  
prospective home builders find  
very helpful. Ask for particulars

## ANTHRACITE TRUST COMPANY

THOMAS H. DALE, PRESIDENT

CAPITAL - \$250,000  
SURPLUS - 50,000

COR. WASHINGTON AVE. &  
SPRUCE ST., SCRANTON

# THE TRIBUNE-REPUBLICAN

---

## A CITY IS KNOWN BY IT'S NEWSPAPERS

---

The Tribune-Republican, Scranton's only morning newspaper, has a circulation of more than 30,000, which speaks volumes both for the credit of the city and the paper. A progressive population is a reading population. Scranton has grown from 100,000 to 130,000 in ten years, and the Tribune-Republican has grown from 5,000 to 30,000 in much less than ten years. Newspapers don't jump that way in a dead town.

The Tribune-Republican is not a mere commercial newspaper out for the dollars. It has ideals. Here is it's platform which has guided it's conduct for years:

### THE TEN COMMANDMENTS OF JOURNALISM

I

A GOOD NEWSPAPER tells the news, as faithfully and as truthfully as it can, without fear and without favor, and comments on it with the best intelligence it can command.

II

A GOOD NEWSPAPER is in league with all men and women who think, and with all the agencies that strive for the happiness of the people.

III

A GOOD NEWSPAPER shields no wrong that ought to be exposed and stops at no truth that ought to be uttered.

IV

A GOOD NEWSPAPER does not lend itself to the making of strife between citizens, neither rages like a demagogue nor weeps like a charlatan.

V

A GOOD NEWSPAPER has ideals, believes in progress, and wins its way by courage, plain speaking and fair dealing.

VI

A GOOD NEWSPAPER assembles each day as much of the good things that are done in the world as it can find and no more of the foul than it must.

VII

A GOOD NEWSPAPER has political opinions and may belong to a party, but it cannot be an organ and keep the high faith of the best journalism.

VIII

A GOOD NEWSPAPER knows no boss, bows to no petty satrap of office, and owes no allegiance but to that which it believes to be true

IX

A GOOD NEWSPAPER is run on business principles and should make money and prosper like any other business, but probably won't if that is its sole aim.

X

A GOOD NEWSPAPER takes a cheerful view of the world, is kind to human failings, and helps men more by entertaining them than by ranting and scolding at them.

**Delivered every morning by mail or carrier at one cent a day.**

# The Charles B. Scott Co.

---

**RAILROAD, MINE, MILL and  
ELECTRICAL SUPPLIES**

**Automobile Accessories, Gas and Electric Fixtures**

Reeves Wood Split Pulleys  
Yale & Towne Hoists  
Genasco Ready Roofing  
Camels Hair Belting  
Homestead Valves  
Reading Wrot Iron Pipe  
Columbia Batteries



American Steel Split Pulleys  
Hyatt Roller Bearings  
Spencer Turbine Cleaners  
Regina Vacuum Cleaners  
Conneaut Shovels  
Bryan-Marsh Lamps  
Skookum Packing  
Palmetto Packing

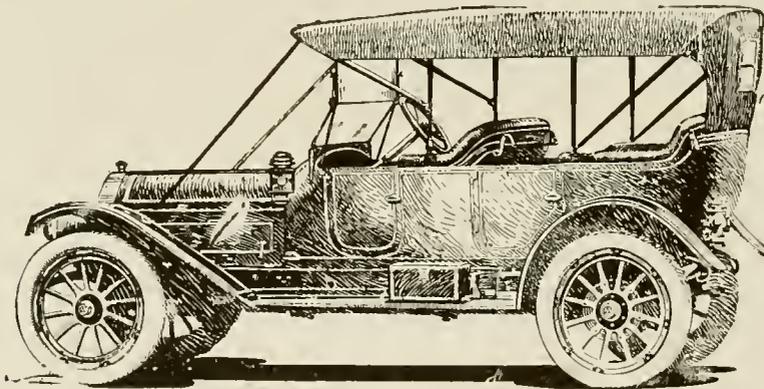
**The Pioneer Supply House of the Valley**

119 FRANKLIN AVENUE

SCRANTON, PA.

---

## STEVENS-DURYEA



Every rotating bearing protected. The "Unit Power Plant" and what it is designed for as regards its protection from grit.

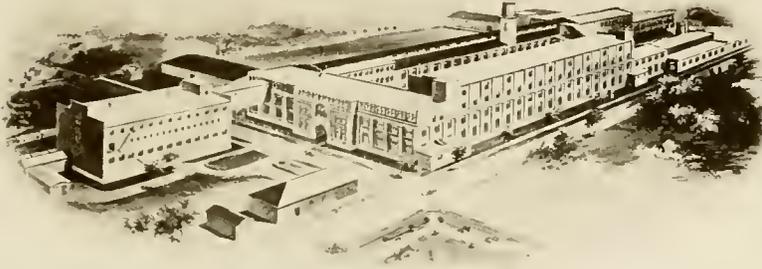
GRIT is what causes wear on metal. Grit will always penetrate to the parts exposed on a motor car if they are protected only by a shield or metal pan.

**THE CHARLES B. SCOTT CO.**

119 Franklin Avenue

Scranton, Pa.

EMPLOYS 550 SKILLED PEOPLE. YEARLY OUTPUT A MILLION AND A HALF.  
 BEST LIGHTED, BEST HEATED, BEST VENTILATED, EQUIPMENT MOST MODERN.  
 OF ANY NOTTINGHAM LACE PLANT IN THE WORLD.



# The Scranton Lace Curtain Company

MILLS AND GENERAL OFFICES  
**SCRANTON, PENNSYLVANIA**

NEW YORK SALESROOM  
 141-7 5TH AVE., COR. 21ST ST.

SAN FRANCISCO  
 783 MISSION STREET

CHICAGO SALESROOM  
 1510 REPUBLIC BLDG., COR. STATE & ADAMS

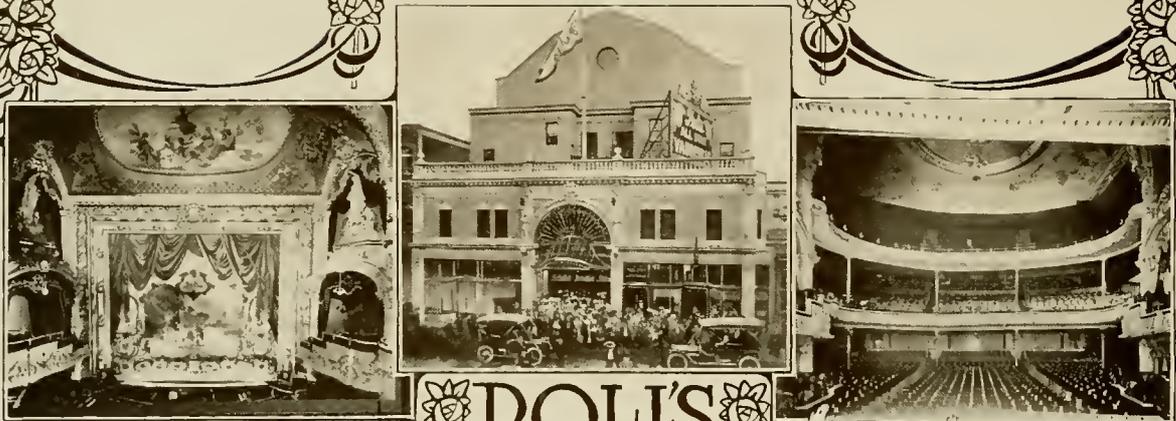
MANUFACTURERS OF ABSOLUTELY THE BEST NOTTINGHAM  
 PRODUCTS IN AMERICA, OR IN FACT THE WORLD.

LACE CURTAINS  
 DRESS AND CURTAIN NETS  
 CORDED LACE CURTAINS  
 PANELS, BED SETS,  
 PILLOW COVERS, ETC.

**ALL MADE ON HONOR AND SOLD ON GUARANTEE**

## OFFICERS

|                        |       |                          |
|------------------------|-------|--------------------------|
| J. BENJAMIN DIMMICK    | - - - | PRESIDENT                |
| HENRY BELIN, JR.       | - - - | VICE-PRESIDENT           |
| PAUL B. BELIN          | - - - | TREAS. & GEN. MGR.       |
| H. J. HALL             | - - - | SECRETARY                |
| MANAGER OF SALES       | - -   | JOHN W. HENSON, NEW YORK |
| WESTERN REPRESENTATIVE | - -   | JOHN M. HALEY, CHICAGO   |

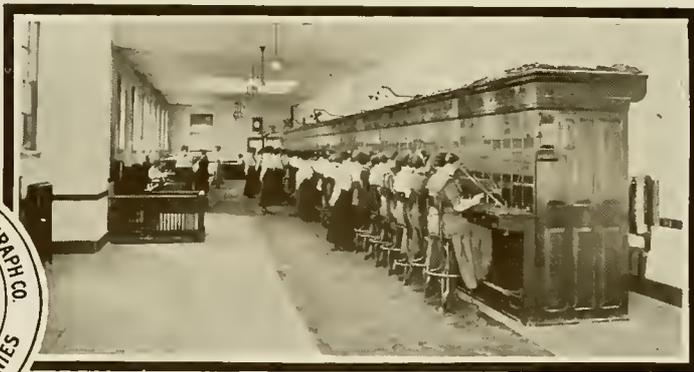
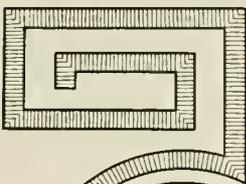
**POLIS'S  
THEATRE**

Scranton's  
Premiere Playhouse  
Formally Opened  
September 2<sup>nd</sup>  
1907



The Theatre  
which has an established  
reputation for producing  
the creme of metropolitan  
successes both in  
Vaudeville & Stock

Sarah Berley Allen



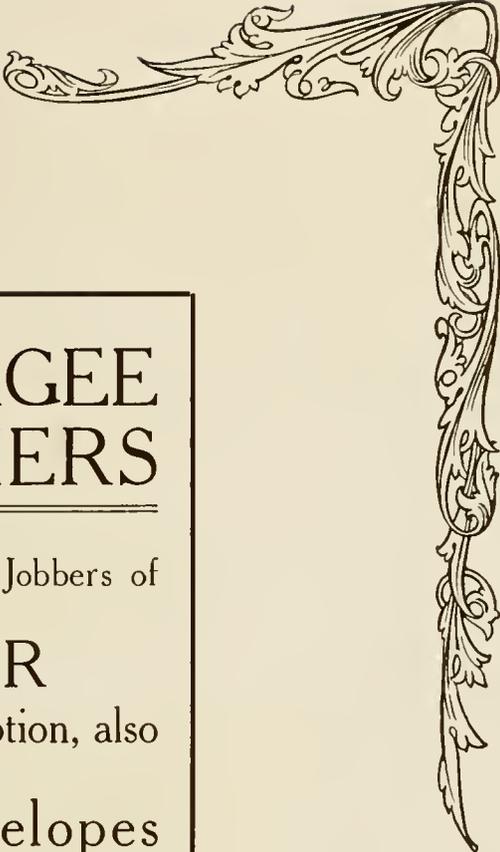
The Home  
of the  
Bell  
Telephone



A thoroughly modern equipment—  
A quiet, airy, brightly lighted operating room—  
A highly trained, loyal and efficient operating force—  
These are the factors which provide Standard Bell Service to 9,600  
Scranton subscribers who send over 700,000 messages a year.

*Every successful business man is a  
Bell Telephone Subscriber.*

**The Bell Telephone Company of Pennsylvania**  
E. G. SIMONS, Dist. Mgr.



MEGARGEE  
BROTHERS

---

---

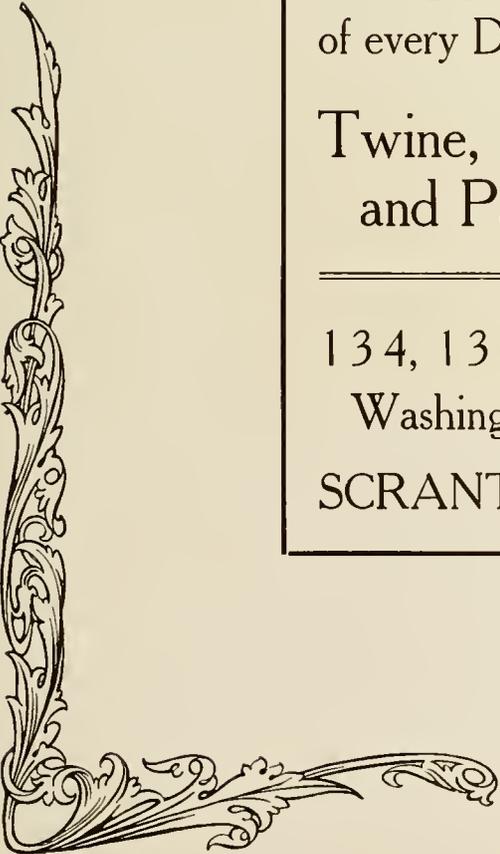
Manufacturers and Jobbers of

PAPER  
of every Description, also  
Twine, Envelopes  
and Paper Bags

---

---

134, 136, 138, 140  
Washington Avenue  
SCRANTON, PENN.



## “THE PERFECT HOTEL”

ABSOLUTELY  
FIRE-PROOF



EUROPEAN  
PLAN

# The Hotel Casey

SCRANTON, PA.

250 Beautifully Furnished Rooms with Bath. Grand Ball Room and Banquet Hall accommodating 500 people can be had for Assemblies, Conventions, Banquets, etc.

### THE RESTAURANT

**A Special Feature**—Private Dinner Parties and After-Theatre Suppers delightfully served. Our 50c. Club Lunch from 12 to 2.30 the best ever. Club Breakfasts from 25 to 75 cents are unequaled anywhere, and coffee above criticism. That's all.

Our Afternoon Teas from 2 to 4.30 are very popular with the ladies. Sweets and delicacies out of the ordinary that particularly appeal to the fair sex. Carte du Jour and a la Carte service till midnight. Best the markets afford, at prices most reasonable.

Music by the Royal Hungarian Orchestra.

MILTON ROBLEE . . . . . Manager

CAPITAL  
\$250,000.00

SURPLUS  
\$600,000.00

**OFFICERS :**

A. J. CASEY            President  
THOS. E. JONES      Vice Pres.  
C. W. GUNSTER        Cashier

**DIRECTORS :**

A. J. Casey,            Thomas E. Jones  
George G. Brooks      P. M. Jordan  
Ralph W. Rymer



**MERCHANTS AND MECHANICS BANK**  
OF SCRANTON, PA.



THE HOME OF

**Clark & Snover  
TOBACCO**

THE BEST UNION  
TOBACCO MADE

**Premium Coupons in every Pkg.**

**BRANDS :**

CLARK & SNOVER "Stripped"  
" " "Top Wave" Long Cut  
" " "B. L. E." "  
" " "Fine Kent'ky" "  
" " "Yellow Daisy"  
" " "Loyal Fan" (2 oz tin)

OFFICE AND FACTORY :

**112 to 122 Adams Av. Scranton**

## REAL ESTATE

TO any person interested in the purchase or lease of anything in the way of Scranton real estate I offer the services of the best equipped office in northeastern Pennsylvania. I am a specialist on Scranton real estate, and my motto is, Perfect Service. Special attention given to out of town inquiries.

WILLIAM F. VAUGHAN

REAL ESTATE BROKER

421 Lackawanna Avenue



## “HOTEL JERMYN”—It’s Praised Everywhere

The more one knows about the good hotels in the land the stronger is his appreciation of the unsurpassed service rendered at Hotel Jermyn. It has made “Scranton” a welcome word to discriminating travelers.

Popular  
Grill

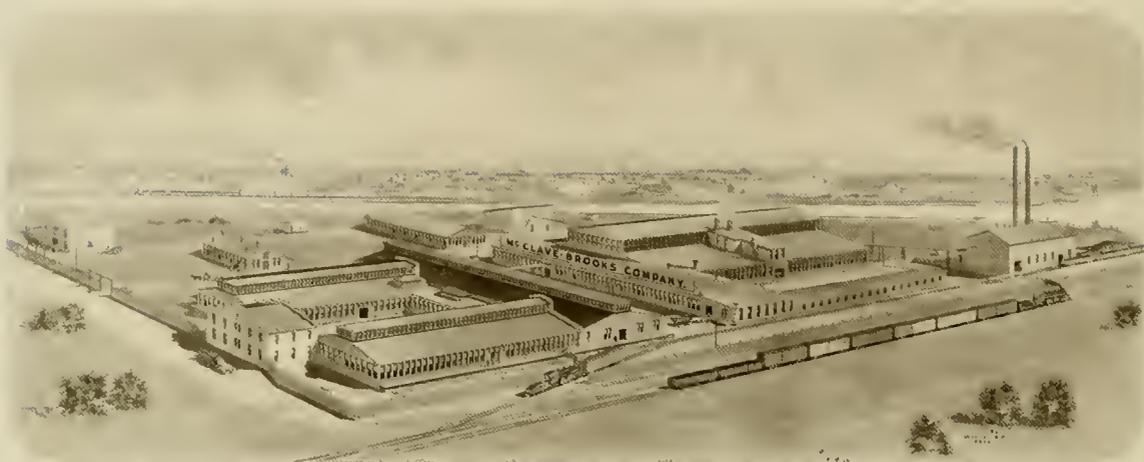
Public Dining Room on Main  
Floor. Superior Orchestra

Club  
Lunch, 50c.

### **HOTEL JERMYN**

L. L. SHOEMAKER  
Manager

SCRANTON, PA.



## McClave-Brooks Company

MANUFACTURERS OF  
McCLAVE'S STOKER  
McCLAVE'S SHAKING, CUT OFF AND DUMPING GRATES  
McCLAVE'S ARGAND STEAM BLOWERS  
SCRANTON, PA.

---

## JONAS LONG'S SONS

SCRANTON, PA.



### **GROWING SCRANTON'S GREATEST DEPARTMENT STORE**

Is a store for all the people, a store which is growing greater each succeeding year because of its correct understanding of the people's merchandise wants.

In the wonderful development of this store's business in the past few years, we are not unmindful that its present success is in part due to the generous response of the public to its timely merchandise offerings, and we shall never waver from

our ideal of making it a better store, and at all times giving a reliable and honest service, which means a progressive store for this growing city of northeastern Pennsylvania.

CORNER WYOMING AND LACKAWANNA AVENUES

# Klots Throwing Company

## SILK THROWSTERS



SCRANTON MILL

### AGENTS

**KLOTS BROTHERS, 487 Broadway, N. Y. City**

LONG DISTANCE TELEPHONE, NEW YORK, 7950 SPRING

### MILLS

CARBONDALE, PA.

ARCHBALD, PA.

SCRANTON, PA.

FREDERICKSBURG, VA.

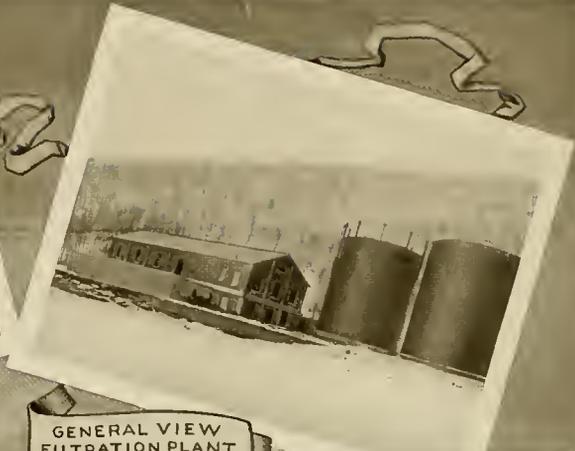
CUMBERLAND, MD.

LONACONING, MD.

TELEPHONE CONNECTION AT ALL MILLS



CHEMICAL TANKS,  
FILTRATION PLANT.



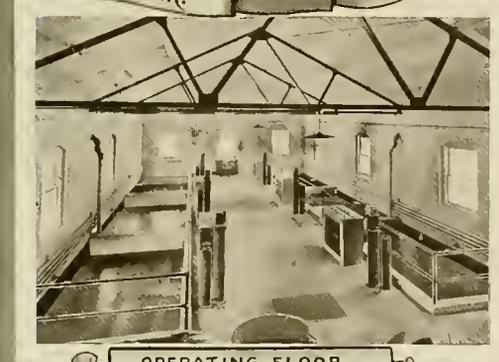
GENERAL VIEW  
FILTRATION PLANT.



NUMBER 7  
RESERVOIR.



ELMHURST  
RESERVOIR.



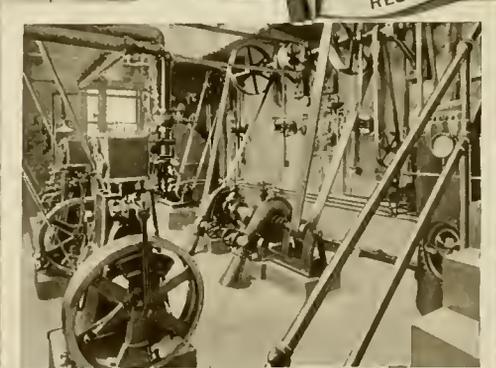
OPERATING FLOOR,  
FILTRATION PLANT.



WILLIAMS BRIDGE  
RESERVOIR.



LAKE SCRANTON.



MACHINERY ROOM,  
FILTRATION PLANT.

A. HINDER CO.

**THE SCRANTON GAS AND WATER CO., SCRANTON, PA.**

No city in the world compares with Scranton's vast storage supply of pure mountain spring water



GAS PLANT



DRILL ROOM,  
13TH REGT. N.G.P.



HEADQUARTERS  
13TH REGT. ARMORY, N.G.P.



10. P.M. ON  
COURTHOUSE  
SQUARE.



COMPANY ROOM  
13TH REGT. ARMORY  
N.G.P.



LIBRARY  
& MAJORS OFFICE  
13TH REGT. ARMORY,  
N.G.P.



GAS LIGHTED  
STREET SCENE,  
TOWN HALL



CO. A. ENG. BATT. HD. QUARTERS  
13TH REGT. ARMORY, N.G.P.

**THE HYDE PARK GAS COMPANY, SCRANTON, PA.**

The best lighted city in this country, made so by the prominence of Gas illumination

---

A BANK FOR ALL THE PEOPLE

THE  
PEOPLES NATIONAL  
BANK

|                |              |
|----------------|--------------|
| CAPITAL        | SURPLUS      |
| \$500,000.00   | \$200,000.00 |
| DEPOSITS       |              |
| \$2,000,000.00 |              |

**OFFICERS**

CYRUS D. JONES, President  
THOMAS SPRAGUE, Vice-President  
C. S. WOOLWORTH, Vice-President  
GEO. T. DUNHAM, Cashier



3% INTEREST PAID ON TIME DEPOSITS

Peoples National Bank Building, Scrantoo, Pa.

---

*The Store of Satisfaction "The Globe"*

THIS Store relies solely upon "The Square Deal" for the uplifting of its business and the securing of permanent trade. It believes in making plain statements about its goods and prices, avoiding exaggerated descriptions of values and in quoting only one fair price to all. If we deal "on the Square" we can be reasonably sure that the foundation stones won't loosen in their settings.

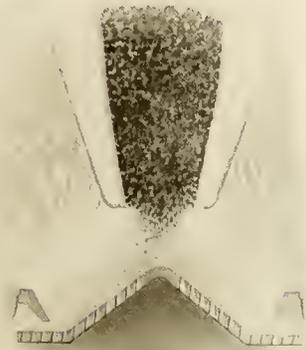
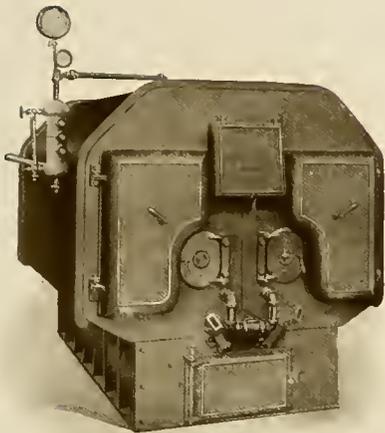
In other words, this store is worthy of your patronage—you can trust this store absolutely.

---

**THE GLOBE WAREHOUSE**

121-127 WYOMING AVENUE

# THE SPENCER HEATER



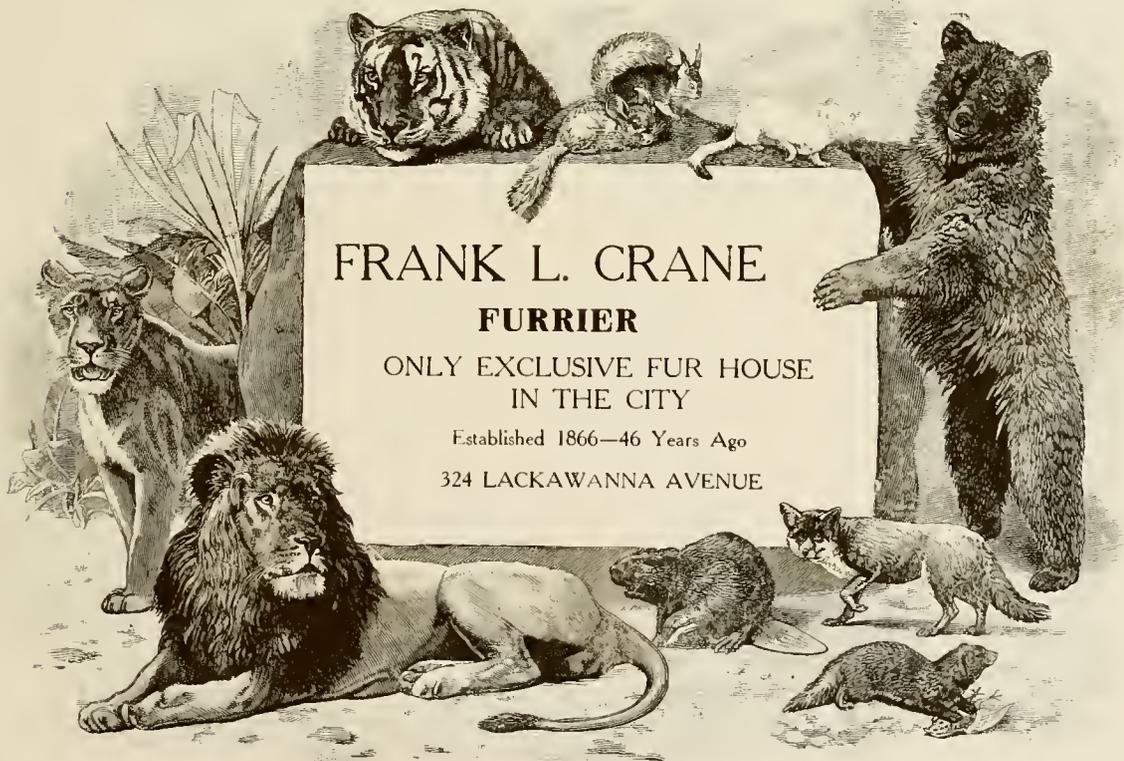
Burns No. 1 Buckwheat Coal.  
Saves 40 to 60 % on your fuel bill.

Magazine Feed. Requires attention once  
a day in ordinary weather, twice in severe

## SPENCER HEATER COMPANY

Branch Offices or Agencies  
In all principal Cities

SCRANTON, PA.





SCRANTON (PA.) TIMES BUILDING

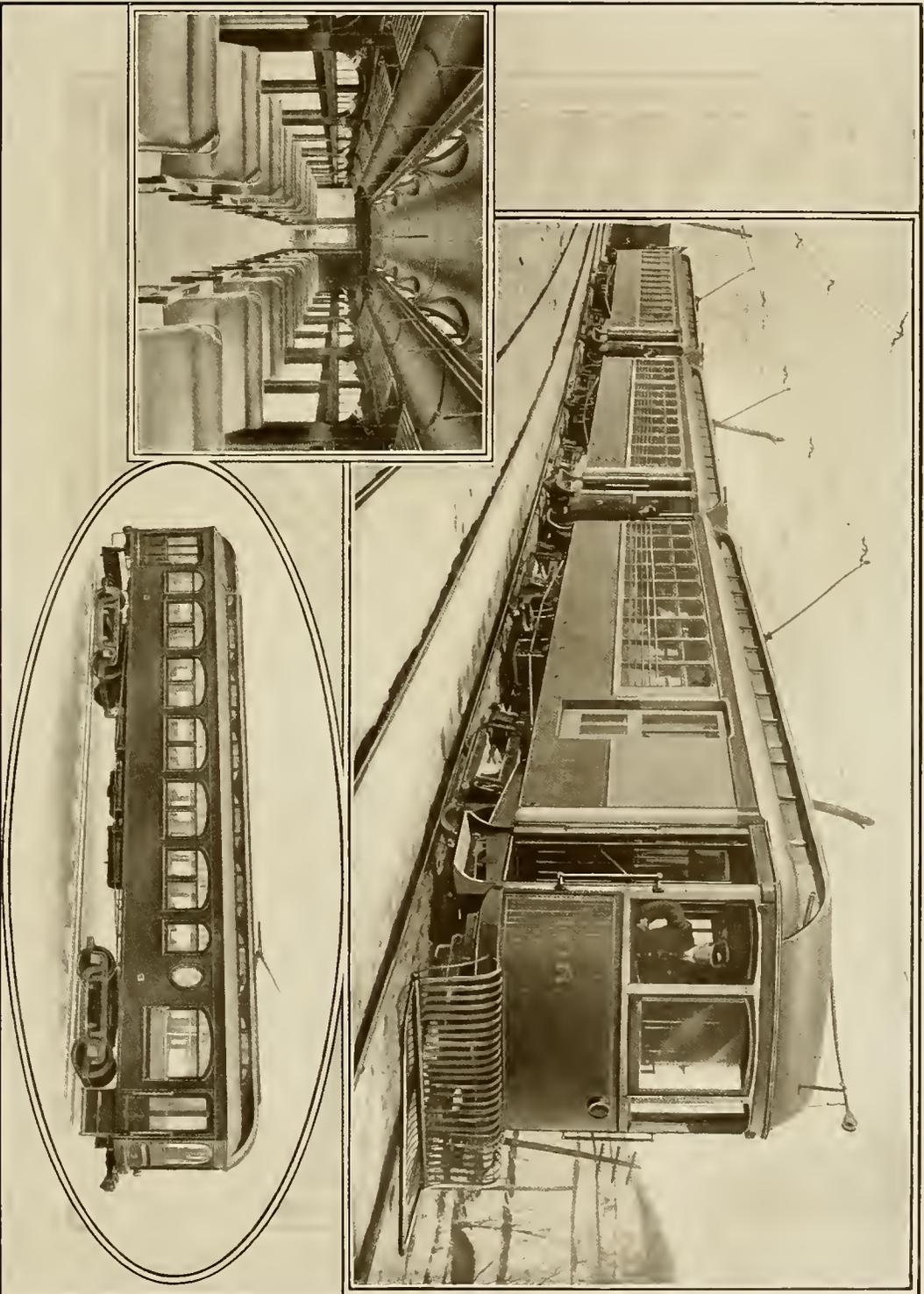
## The Scranton Times

AS A DAILY NEWSPAPER published every weekday afternoon from the Times Building, 220, 222, 224 Spruce St. It was established in 1869, and is now in the forty-third year of its continuous publication. Its field of circulation is the Lackawanna Valley, one of the richest mining and manufacturing centers in the world, and the agricultural districts of Lackawanna and adjoining counties. It enjoys a circulation of 34,000 copies a day, being the largest circulation of any newspaper in the state outside of Philadelphia and Pittsburg. More than half of this circulation is in the city of Scranton. A large local staff covers the news of the city and valley, supplemented by special correspondents at all the principal news centers, and a full general news service by wire. It has one of the best equipped publishing plants in the state.

The Times Printery is equipped to do all sorts of commercial and book printing in black and colors.

EDWARD J. LYNETT, *Publisher and Proprietor.*  
JOHN E. BRADLEY, *General Manager.*

**SCRANTON AND BINGHAMTON RAILROAD**



**TYPES OF EQUIPMENT**



**MEARS BUILDING**  
A modern fire-proof Office Building, containing 150 desirable Rooms

# Sauquoit Silk Manufacturing Company

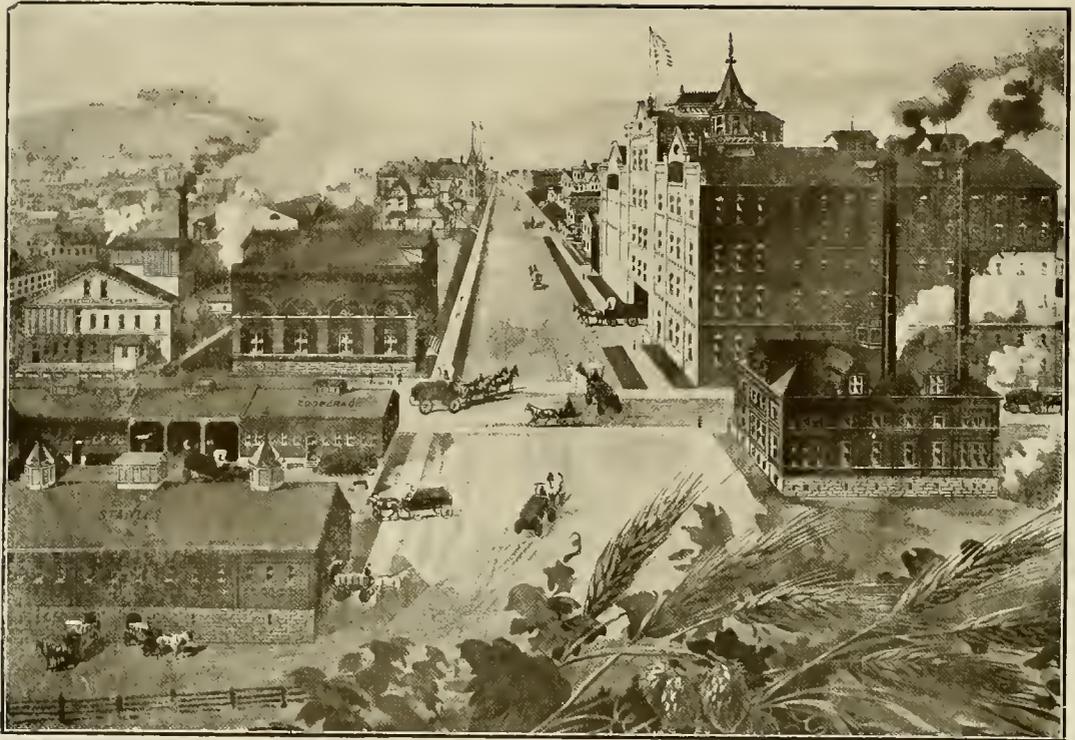
## SILK THROWING AND WEAVING



|                                 |                       |
|---------------------------------|-----------------------|
| ALEX. D. STELLE . . . . .       | President             |
| ARTHUR RYLE . . . . .           | Vice President        |
| WALTER H. ROSSMASSLER . . . . . | Treasurer             |
| E. C. ROSSMASSLER . . . . .     | Assistant Treasurer   |
| E. J. CONNERTON . . . . .       | Cashier               |
| WILLIAM H. DAVIS . . . . .      | Supt. Scranton Branch |

---

MILLS IN PHILADELPHIA, SCRANTON AND BETHLEHEM



## THE E. ROBINSON'S SONS BREWERY

THE Establishment at Scranton, Pa., of what is now known as E. Robinson's Sons Brewery, one of the largest, if not the largest brewery in northeastern Pennsylvania, dates back to the year 1876, when Colonel Jacob Robinson, father of the present manager, founded the business. In July of the same year of the erection of the plant, Jacob Robinson died, leaving the business in the hands of his three sons, August, William and Charles. It was subsequently known as the E. Robinson Brewery, being conducted in the name of the mother of the three sons until 1890, when she disposed of her interests to her sons. Since that time it has been known as E. Robinson's Sons Brewery.

This year the output will exceed 150,000 barrells. An example of the merits of the products of this concern is the fact that almost the entire output is sold within a radius of ten miles of Scranton City.

The plant is equipped with all the latest brewing and refrigerating machinery, and its capacity for the making of perfect beer, in a clean and healthful manner, is surpassed by no other brewery in the country.

The present manager of this prosperous brewing business is Charles Robinson, who is also president of the Pennsylvania Central Brewing Company, owners and operators of several other plants besides the E. Robinson's Sons plant.

# INTERNATIONAL SALT CO.

## **MINERS AND REFINERS OF** **ALL GRADES OF SALT**

MINES AT  
RETSOF, N. Y.  
GREIGSVILLE, N. Y.  
AVERY ISLAND, LA.

GENERAL OFFICES  
SCRANTON, PA.

REFINERIES AT  
LUDLOWVILLE, N. Y.  
WATKINS, N. Y.  
ITHACA, N. Y.

**A**LL SALT seems alike to most people. This is a great error. Without specific instructions to your grocer as to the brand of salt you require, in ninety-nine cases out of one hundred you will get nothing more than common salt which contains impurities that are frequently the source of kidney trouble and other diseases, when for the same money that you pay for this impure salt you can obtain

### **PURITY SALT**

which is pure, wholesome and clean, and not only aids digestion, but also adds a delicious flavor to all dishes and enjoyment to every meal.

Packed for family use in 5, 10, 15 and 20-cent white linen sacks; also in 28 and 56-lb. Irish Linen bags.

PURITY SHAKER SALT in 10-cent cartons, free-running in any climate.

ASK YOUR GROCER

---

## **INTERNATIONAL SALT COMPANY**

CONNELL BUILDING

SCRANTON, PA.

## A Remarkable Growth

**P**ERHAPS no better proof could be offered that the city of Scranton presents exceptional advantages to Manufacturing Companies than the wonderful growth of the Eureka Specialty Printing Company of this city, manufacturers of Gum Paper Specialties, Coupons, Certificates, and Premium User's Supplies.

This Company began business nine years ago with two presses, and seven employes, in an old school building. Today they occupy their own home, a large fire-proof building, with 40,000 feet of floor space, giving employment to more than one hundred skilled employes, and using many special machines of large capacity for turning out their printed specialties.

The product of this firm is shipped to nearly every city in the United States. The Sperry & Hutchinson green trading stamps, known to almost every household in the country, and the National Red Cross Seals, equally well known, are printed by this Company. In fact, nearly all the trading stamps used are printed by them and many are shipped to Mexico, Cuba, and England.

The great success of this Company, whose business is almost all outside of our city, has demonstrated beyond question that Scranton is favorably situated, with adequate shipping facilities to give the best of service to all parts of the United States.

These exceptional shipping advantages, coupled with the specialty idea of doing one thing and doing that better than any manufacturer who has a mixed business could do, has enabled the Eureka Specialty Printing Company to practically eliminate strong competition in their line everywhere, producing a higher class of work at a lower price—a fact well known to nearly all premium users, trading stamp companies, and hundreds of others who use gum paper labels of any kind.

We trust the Eureka Specialty Printing Company will pardon us for using them to illustrate the great advantages offered by our city to any manufacturing concern whose product, like theirs, is shipped North, South, East, and West, with a promptness which could not be surpassed in any other location.

## Lackawanna Trust & Safe Deposit Co.

404 LACKAWANNA AVENUE  
SCRANTON, PA.

The Oldest and Largest Trust Company in Northeastern Pennsylvania

### OFFICERS

|                     |                |
|---------------------|----------------|
| J. BENJAMIN DIMMICK | President      |
| GEORGE SANDERSON    | Vice-President |
| FRANK HUMMLER       | Treasurer      |
| HENRY BELIN, JR.    | Secretary      |

Transacts a General Banking and Trust Company Business

CAPITAL, SURPLUS AND UNDIVIDED PROFITS  
\$670,000.00



## SCRANTON'S PROGRESSIVE WHOLESALE LIQUOR HOUSE

### SOME OF OUR BEST KNOWN BRANDS

|                   |                            |
|-------------------|----------------------------|
| CHUMS WHISKEY     | MONTICELLO SPECIAL RESERVE |
|                   | DIAMOND WEDDING WHISKEY    |
| OLD MISSION WINES | VINTAGE BRAND WINES        |
|                   | AMERICAN CLUB WHISKEY      |
| TOWER BRIDGE GINS | BISMARCK STOMACH BITTERS   |

Our representatives cover Pennsylvania, New York and New Jersey states, and our various brands are lasting favorites wherever introduced.

## SCRANTON DISTRIBUTING CO.

SCRANTON, PA.

# Lackawanna and Wyoming Valley R. R. Co.

LAUREL LINE

**Fast, Frequent and Convenient  
Freight and Passenger Service**



**BETWEEN**

SCRANTON  
PITTSTON  
WILKES-BARRE

INDUSTRIAL SITES

EXCEPTIONAL OPPORTUNITIES

WRITE FOR BOOKLET

---

---

# Town Hall

311, 313, 315, 317 ADAMS AVE.



**SEATING CAPACITY, 3,000**

Size of main Auditorium, without Balcony, 72 x 200.  
Suitable for Lectures, Concerts, Conventions, Industrial  
Shows, Athletic Carnivals, etc. Rates upon application.

Apply RALPH A. AMERMAN

519 LINDEN STREET

SCRANTON, PENN.



410 LACKAWANNA AVENUE  
 SCRANTON, PA.

THE Traveling goods, harness and leather novelty house, with a record of more than half a century of satisfaction behind it.

But, we do not live in the past—judge us by our service to-day.

Established 1875

Incorporated 1903

# JOHN T. PORTER CO.

IMPORTERS

WHOLESALE GROCERS AND COMMISSION MERCHANTS  
 FOREIGN AND DOMESTIC PRODUCTS

26 AND 28 LACKAWANNA AVENUE  
 SCRANTON, PA.

**SOLE AGENTS FOR**

Log Cabin Syrups  
 White Sponge Flour  
 Worcester Salt  
 Saegertown Beverages  
 20-Mule Team Borax  
 Pride of Rome Canned Goods  
 Stetson & Ellison Tomatoes  
 Croft & Allen's Cocoa and Chocolate  
 Nicolle Olive Oil (French)  
 Pompelan Olive Oil (Italian)  
 Stickney & Poor Spices  
 Hygeia and Maryland Club Coffees  
 Liquid Veneer  
 White House Vinegar

**ARBUTUS**

**Our Own Reliable Brand**

Teas  
 Coffee  
 Spices  
 Extracts  
 Blueing  
 Ammonia  
 Brooms  
 Olives  
 Vinegar  
 Cheese  
 Butter  
 Canned Corn  
 Canned Peas  
 Canned Tomatoes  
 Condensed Milk  
 Condensed Mince Meat  
 Catsup  
 Chipped Beef  
 Currants  
 Raisins  
 Codfish

Our Guarantee as to Quality goes with every Package

“OUR DAILY BREAD”

# SCHEUR'S MOTHER'S BREAD

THE ONLY  
AUTOMATIC  
BREAD BAKERY  
IN SCRANTON

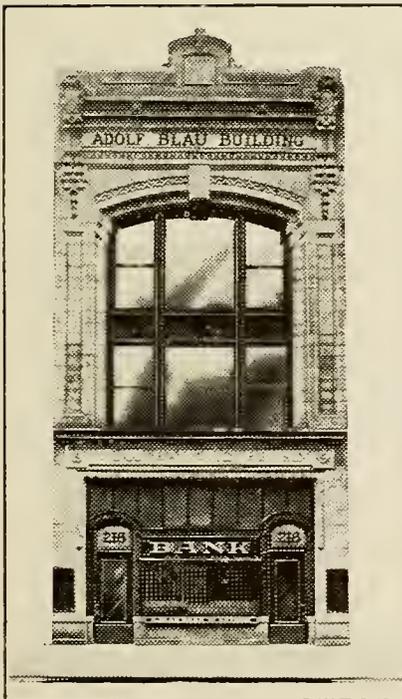
ESTABLISHED 1874



ONE OF THE  
CLEANEST  
BAKERIES IN  
AMERICA

EVERY YEAR A  
BETTER YEAR FOR  
SCRANTON

The Largest Bread Factory in Northeastern Pennsylvania



## BLAU BANKING HOUSE

THE BANK FOR ALL NATIONS

WE have connections with over 6,000 banks in all parts of the world, and have the experience of 20 years satisfactory service in sending

MONEY BY CABLE, FOREIGN & DOMESTIC MONEY ORDERS,

and also sell  
TRAVELERS CHECKS & DRAFTS  
at no extra charge.

We have deposited a Guaranty Fund of **\$100,000.00** with the State of Pennsylvania to safeguard our customers. Three per cent. interest paid on Savings Accounts. Open daily from 8 a. m. to 9 p. m. Sunday from 10 a. m. to 4 p. m.

**BLAU BANK BUILDING**

218 Lackawanna Avenue  
SCRANTON, PA.

Telephone Connections.



**AUTHORIZED AGENTS**

For ALL the 56 Steamship Lines



A Few of the Buildings recently equipped with "QUALITY SANITARY WARE"  
 RALPH E. WEEKS COMPANY, Sole Distributors.

CAPITAL \$100,000

ASSETS OVER \$300,000

**OFFICERS**

ARTHUR DUNN  
President

JOHN T. DUNN  
Vice-Pres't and Treasurer

CHAS. E. ROBERTSON  
Secretary



**DIRECTORS**

A. D. BLACKINTON  
GEORGE N. CARR  
ARTHUR DUNN  
JOHN T. DUNN  
EUGENE HEELEY  
RICHARD O'BRIEN  
H. C. RUTHERFORD  
CHAS. E. ROBERTSON  
S. S. SPRUKS  
R. D. TOWNE

We Own and Rent, Buy and Sell, Build, Repair and Manage  
**REAL ESTATE**

Scranton Real Estate Building  
**SCRANTON, PA.**

Northern Electric Railway Station  
**DALTON, PA.**

**Robert E. Prendergast**

Office and Store  
207  
Washington Ave.

Manufacturing and Retailing  
**STATIONER**  
SCRANTON, PENNSYLVANIA

Manufactory  
124-132  
Forest Court

The largest and only complete Stationery House in Northeastern Pennsylvania.  
Our working force numbers Forty-two people.  
Lithographing, Printing, Binding, Blank Book making.  
Bonds, Stock Certificates, Checks, Commercial Stationery.  
Hurd's Correspondence Papers—in every style. Loose Leaf Systems.  
Office Furniture. Typewriter Papers, Ribbons and Carbons.  
Engraving, Steel and Copper Plate Printing. Die Stamping.  
Office, Bank, Legal and Factory Supplies and Blank Books.

**ENTIRE OUTFITS FOR CORPORATIONS, BANKS, COMMERCIAL HOUSES**

We are known as "The Scranton Company," but it should not be inferred from this that our business is confined to City of Scranton

**We issue SURETY BONDS, and we have Agents in every City and in every important Town throughout the United States**

When you need a Surety Bond you require the services of a reliable company, and this our local Agents are prepared to supply



# The Title Guaranty and Surety Company

HOME OFFICE, SCRANTON, PA.

## OFFICERS:

|                           |                            |                            |                   |
|---------------------------|----------------------------|----------------------------|-------------------|
| LOUIS A. WATRES . . . . . | President                  | N. H. COWDREY . . . . .    | Treasurer         |
| HENRY A. KNAPP . . . . .  | Vice-President             | JOHN H. LAW . . . . .      | Secretary         |
| B. P. KEATING . . . . .   | Vice-President             | B. P. KEATING, JR. . . . . | Asst. Secretary   |
| JOSEPH A. SINN . . . . .  | Vice-President             | C. E. ST. JOHN . . . . .   | Asst. Secretary   |
| GRANT L. BELL . . . . .   | Comptroller                | GORDON SCOTT . . . . .     | Supt. of Agencies |
|                           | T. ARCHER MORGAN . . . . . |                            | Title Officer     |

## DIRECTORS:

DOLPH B. ATHERTON  
MICHAEL BOSAK  
THOMAS R. BROOKS  
THOMAS E. CLARKE  
H. M. EDWARDS  
THOMAS J. FOSTER  
JOHN W. HOLLENBACK  
O. S. JOHNSON  
THOMAS E. JONES

B. P. KEATING  
E. P. KINGSBURY  
HENRY A. KNAPP  
A. F. LAW  
T. S. LLOYD  
CHARLES P. MATTHEWS  
R. J. MATTHEWS  
GILBERT D. MURRAY

ABRAM NESBITT  
JOSEPH O'BRIEN  
JOHN T. PORTER  
E. M. RINE  
GEORGE B. SMITH  
ROBERT C. WILLS  
EVERETT WARREN  
L. A. WATRES

## GENERAL INDEX

|  | PAGE     | PAGE                                      |          |
|--|----------|---|----------|
| Alms House, Public.....  | 48       | Foundling Home, St. Joseph's.....         | 47       |
| Altitude of City.....  | 5        | Friendless, Home for the.....             | 47       |
| Apartment Houses.....  | 64       | Furnaces, First in City.....              | 7        |
| Area of City.....  | 5        | Gas Rates.....                            | 38       |
| Ariel, Lake.....   | 59       | Green Ridge Club.....                     | 61       |
| Armory, 13th Reg't.....  | 57—58    | Hahnemann Hospital.....                   | 45       |
| Ashes, Collection of.....                                      | 15       | Health, Bureau of.....                    | 14       |
| Associations, Christian.....                                   | 53       | Highways & Sewers, Bureau of.....         | 14       |
| Assessors Department, City.....                                | 15       | History of Scranton.....                  | 7        |
| Asylums.....   | 47       | Hillside Home.....                        | 48       |
| Auditoriums.....   | 57       | Homes and Asylums.....                    | 47       |
| Automobilists.....   | 66       | Home for the Friendless.....              | 47       |
| Bank Statistics.....   | 5—23     | Hospitals.....                            | 45       |
| Bank Buildings.....  | 24—25    | Hotels.....                               | 10—57    |
| Bicycle Club—Scranton.....                                     | 61       | Inmates of Charitable Institutions.....   | 47       |
| Board of Trade.....  | 4        | Inmates of Hospitals.....                 | 45       |
| Board of Trade Assembly Room.....                              | 56       | Industrial Expositions, Views of.....     | 58       |
| Building Inspection, Bureau of.....                            | 14       | Joseph's, St., Foundling Home.....        | 47       |
| Cash Handled in Treasurer's Office.....                        | 15       | Knights of Columbus Club.....             | 61       |
| Central Railroad of New Jersey.....                            | 27       | Lackawanna & Wyoming Valley R. R.....     | 31       |
| Charter, City, Date of.....                                    | 13       | Latitude & Longitude of City.....         | 11       |
| Christian Associations.....                                    | 53       | Law Department, City.....                 | 15       |
| Churches.....  | 49—50—51 | Levy, Tax.....                            | 15—43—48 |
| City Departments.....  | 15       | Lighting, Views of Street.....            | 8        |
| City Government.....   | 13       | Lighting, Cost of Public & Private.....   | 15—38    |
| City Officials.....  | 17       | Library, Scranton Public.....             | 16—65    |
| Clearings, Bank.....   | 23       | Lodore, Lake.....                         | 30       |
| Club Houses.....   | 60—61    | Luna Park.....                            | 30—59    |
| Collection of Garbage & Ashes.....                             | 15       | Mayors of Scranton.....                   | 11       |
| Committees of Board of Trade.....                              | 4        | Maloney Home for the Aged.....            | 47       |
| Conventions.....   | 57       | Manufacturing Interests.....              | 35       |
| Coal Statistics.....   | 5—19—20  | Manufacturing Plants, Views of.....       | 34       |
| Councils of City.....  | 15       | Manufactured in Scranton—Articles.....    | 36       |
| Correspondence Schools.....                                    | 5—43     | Mercantile Houses.....                    | 64       |
| Country Club.....  | 60       | Membership of Churches.....               | 52       |
| Death Rate.....  | 5        | Membership of Christian Associations..... | 55       |
| Debt of City.....  | 15       | Metropolitan District of City.....        | 67       |
| Debt of School District.....                                   | 43       | Mines and Mining.....                     | 19       |
| Delaware & Hudson R. R.....                                    | 28       | Moses Taylor Hospital.....                | 47       |
| Delaware & Hudson Depot & Freight House..                      | 26       | Moosic Lake.....                          | 30—59    |
| Delaware, Lackawanna & Western R. R.....                       | 39       | Museum, Everhart.....                     | 16—59    |
| Delaware, Lackawanna & Western Loco-<br>motive Shop Views..... | 33—37    | Nay Aug Park.....                         | 22—59    |
| Delaware, Lackawanna & Western Passen-<br>ger Depot.....       | 26       | New York, Ontario & Western R. R.....     | 29       |
| Departments of City Government.....                            | 13       | Oral School, Penna.....                   | 48       |
| Deposits, Bank.....  | 5—23     | Orphanage, St. Patrick's.....             | 48       |
| Distance from New York and Philadelphia....                    | 5        | Parks, Bureau of, Statistics.....         | 15       |
| Educational Interests.....                                     | 39       | Park Scenes, Nay Aug.....                 | 22       |
| Electric City, Why Called The.....                             | 38       | Paved Streets, Statistics.....            | 15       |
| Electric Light & Power, Rates for.....                         | 38       | Pennsylvania Oral School.....             | 48       |
| Engineering, Bureau of.....                                    | 14       | Poor Board.....                           | 48       |
| Erie Railroad.....   | 29       | Population of City.....                   | 5—11     |
| Everhart Museum.....   | 16—59    | Population of Metropolitan District.....  | 67       |
| Factory Sites.....   | 37       | Postal Receipts.....                      | 5        |
| Florence Crittenton Mission.....                               | 48       | Police Statistics.....                    | 13       |
| Fire Statistics, Bureau of.....                                | 14       | Power, Rates for.....                     | 38       |
| Founders of Scranton.....                                      | 7        | Public Buildings, Views.....              | 6        |
|  |          | Pupils in Schools.....                    | 39       |

|  |          |                                      |             |
|--|----------|--------------------------------------|-------------|
| Railroads of City.....                       | 27       | Streets of City, Statistics of.....  | 15          |
| Railroad Y. M. C. A.....                     | 55       | Street Lights, Statistics of.....    | 15          |
| Railroad Time Tables.....                    | 28—29    | Superintendent of City Schools.....  | 42          |
| Rank of City, Relative.....                  | 67       | Tax Levy.....                        | 15—43—48    |
| Rates for Light & Power.....                 | 38       | Time Tables, R. R.....               | 28—29—31—32 |
| Regiment, Thirteenth.....                    | 58—66    | Transportation Interests.....        | 27          |
| Residences, Views.....                       | 62—63    | Treasurer's Department, City.....    | 15          |
| Resorts, Local.....                          | 30—59    | Valuation, Assessed, of City.....    | 5           |
| Rocky Glen.....                              | 30—59    | Values of School Property.....       | 43          |
| Revenues of City.....                        | 15       | Values of Hospital Property.....     | 45          |
| Safety, Dep't. of Public.....                | 13       | Values of Homes & Asylums.....       | 47          |
| Salaries of City Officials.....              | 13       | Value of Poor District Property..... | 48          |
| Salaries of School Teachers.....             | 42       | Values of Church Property.....       | 52          |
| Schools.....                                 | 39—40—41 | Water Supply.....                    | 5           |
| School Debt and Tax.....                     | 43       | Water Rates.....                     | 38          |
| School Directors.....                        | 42       | Water System.....                    | 38          |
| Schools, International Correspondence.....   | 42       | West Side Hospital.....              | 45          |
| Scranton & Binghamton R'w'y. Co.....         | 32       | West Mountain Sanitarium.....        | 45          |
| Scranton Street Railway Co.....              | 32       | Winola, Lake.....                    | 30—59       |
| Sites for Factories.....                     | 37       | Works, Dep't. of Public.....         | 14          |
| State Hospital.....                          | 45       | Y. M. C. A.....                      | 53          |
| Scranton Club.....                           | 60       | Y. M. C. A. (R. R.).....             | 55          |
| State Appropriations for Hospitals.....      | 45       | Y. W. C. A.....                      | 53          |
| State Appropriations for Homes and Asylums.. | 47       |                                      |             |

## INDEX TO ADVERTISERS

|   | PAGE  |                                      | PAGE    |
|---|-------|--------------------------------------|---------|
| Anthracite Trust Co.....                  | 88    | Peoples National Bank.....           | 102     |
| Amerman, R. A.....                        | 113   | Penna. Central Brewing Co.....       | 108     |
| Bell Telephone Co.....                    | 92    | Penna. Baking Co.....                | 115     |
| Bittenbender Co.....                      | 87    | Pierce & Scott.....                  | 73      |
| Blau, Adolph.....                         | 115   | Poli's Theatre.....                  | 92      |
| Brooks & Co.....                          | 84    | Porter Co., John T.....              | 114     |
| Clarke Bros.....                          | 72    | Prendergast, R. E.....               | 117     |
| Clarke & Snover Tobacco Co.....           | 95    | Price & Howarth.....                 | 85      |
| County Savings Bank.....                  | 88    | Samter Bros. Co.....                 | 81      |
| Crane, F. L.....                          | 103   | Sauquoit Silk M'fg. Co.....          | 107     |
| Dime Bank.....                            | 84    | Scott Co., Chas. B.....              | 90      |
| Eureka Specialty Printing Co.....         | 110   | Scranton Railway Co.....             | 69      |
| First National Bank.....                  | 75    | Scranton Electric Co.....            | 71      |
| Fritz, G. W. Co.....                      | 114   | Scranton Savings Bank.....           | 72      |
| Globe Warehouse.....                      | 102   | Scranton Life Insurance Co.....      | 76      |
| Hotel Casey.....                          | 94    | Scranton Supply & Machinery Co.....  | 79      |
| Hotel Jermyn.....                         | 97    | Scranton Lace Curtain Co.....        | 91      |
| International Correspondence Schools..... | 82—83 | Scranton Gas & Water Co.....         | 100—101 |
| International Salt Co.....                | 109   | Scranton Times.....                  | 104     |
| Klots Throwing Co.....                    | 99    | Scranton & Binghamton R'w'y. Co..... | 105     |
| Kolb Bakery.....                          | 74    | Scranton Real Estate Co.....         | 117     |
| Kramer Bros.....                          | 70    | Spencer Heater Co.....               | 103     |
| Lackawanna Laundry.....                   | 85    | Standard Brewing Co.....             | 111     |
| Lacka, Trust & Safe Deposit Co.....       | 110   | Third National Bank.....             | 73      |
| Lacka, & Wyoming Valley R'w'y. Co.....    | 112   | Title Guaranty & Surety Co.....      | 118     |
| Long's Sons, Jonas.....                   | 98    | Tribune-Republican.....              | 89      |
| Lyceum Theatre.....                       | 70    | Union National Bank.....             | 86      |
| McClave-Brooks Co.....                    | 98    | Van Dyke Piano M'fg. Co.....         | 87      |
| Mears Building.....                       | 106   | Vaughan, W. F.....                   | 96      |
| Merchants and Mechanics Bank.....         | 95    | Weeks Co., R. E.....                 | 116     |
| Millar & Co., G. V.....                   | 80    | Williams & Bro. Co., J. D.....       | 77      |
|   |       | Woolworth, C. S.....                 | 78      |
|   |       | Williams & McAnulty.....             | 79      |







LACKAWANNA COUNTY LIBRARY SYSTEM



5 0686 01242299 9